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AVIATING TRAINING AND READINESS MANUAL VOLUME 4
SUPPORT AND ADMINISTRATIVE AIRCRAFT
(SHORT TITLE T&R MANUAL, VOLUME 4)

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**AVIATION TRAINING AND READINESS
MANUAL VOLUME 4 SUPPORT
AND ADMINISTRATIVE AIRCRAFT
(SHORT TITLE: T&R MANUAL VOLUME 4)**

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AND ADMINISTRATIVE AIRCRAFT (SHORT TITLE: T&R MANUAL,
VOLUME 4)

1. Purpose. To revise policies, procedures and standards regarding the training of support and administrative aircrews.
2. Cancellation. MCO P3500.17.
3. Summary of Changes. Chapters 1-4 and 9-12 have been revised in their entirety and should be completely reviewed. Chapters 13-15 have had five NVG flights refined and three added to their respective syllabi.
4. Reserve Applicability. This Manual is applicable to the Marine Corps Reserve.
5. Certification. Reviewed and approved this date.


K. T. HOLCOMB
By direction

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RECORD OF CHANGES

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CHAPTER 1

C-9 PILOT

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* * NOTE * *

Aircrew coordination will be briefed for all flights and aircrew positions.

CHAPTER 1

C-9B PILOT

100. PROGRAMS OF INSTRUCTION (P01) FOR BASIC, TRANSITION, CONVERSION,
AND REFRESHER PILOT

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|-------------------------------------|----------------------|
| 1 | Ground Training (Squadron) | SOES |
| 2 | Cockpit Procedures/Flight Simulator | Flight Safety Int'l. |
| 4 | Flight Training | SOES |

110. GROUND TRAINING COURSES OF INSTRUCTION

| <u>COURSE</u> | <u>ACTIVITY</u> |
|-----------------------|----------------------|
| Simulator Instruction | Flight Safety Int'l. |

111. SQUADRON LEVEL TRAINING

Orientation
 Local Course Rules
 Preflight Inspection
 Cockpit Familiarization and Crew Coordination
 Start/Taxi/Shutdown Procedures
 Postflight Inspection
 Systems Brief
 NATOPS Open and Closed Book Examinations

112. FLIGHT SIMULATOR TRAINING

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-----------------|----------------|--------------|----------------|
| Familiarization | 5 | 20.0 | 25.0 |

120. FLIGHT TRAINING FOR BASIC, TRANSITION, CONVERSION, AND REFRESHER PILOT1. Mission Capable Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|---------------------------------|----------------|--------------|----------------|
| Basic Qualification | - | - | 25.0 |
| Familiarization and Instruments | 3 | 6.0 | 18.0 |
| Night Familiarization | 1 | 2.0 | 6.0 |
| Copilot Familiarization | 2 | 6.0 | 6.0 |
| T3P Check | 1 | <u>2.0</u> | <u>5.0</u> |
| Total | 7 | 16.0 | 60.0 |

2. Mission Ready Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|----------------|----------------|--------------|----------------|
| Copilot Review | 1 | 2.0 | 4.0 |
| T2P Check | 1 | <u>2.0</u> | <u>6.0</u> |
| Total | 2 | 4.0 | 10.0 |

3. Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|----------------------|----------------|--------------|----------------|
| TAC Route Check | 1 | 6.0 | 5.0 |
| NTAC Overwater Check | 1 | 8.0 | 5.0 |
| TAC Familiarization | 1 | <u>2.0</u> | <u>5.0</u> |
| Total | 3 | 16.0 | 15.0 |

4. Full-Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|------------------------------------|----------------|--------------|----------------|
| Transport Aircraft Commander (TAC) | 1 | 2.0 | 15.0 |
| Total | 13 | 38.0 | 100.0 |

121. FLIGHT TRAINING FOR INSTRUCTOR AND SPECIAL FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|--|----------------|--------------------|
| Instructor Under Training Requirements, Qualifications, and Designations | 2 | 4.0 |
| Total | <u>3</u> 5 | <u>6.0</u> 10.0 |

130. SIMULATOR TRAINING

1. Purpose. Familiarize all pilots with C-9B normal cockpit procedures, crew coordination, systems operation and limitations, emergency procedures and to introduce instrument flight procedures.

2. General

a. Aircrew coordination shall always be stressed in training all pilots.

b. Pilots Under Instruction will be in the left seat for all flights unless otherwise noted in the training syllabus

3. Simulator Training (5 Periods, 20.0 Hours)

SFAM/INST-100 4.0 T,C,R 2F3

Goal. Simulator configuration, characteristics and initial familiarization.

Requirement. Seat position and pedal adjustments. Takeoff data computation. Cockpit setup and checklist(expanded) Crew briefing. Engine starts (normal). Taxi techniques (brakes, steering, reversing). Normal takeoff and climb to median altitude(EPR management), level turns (manual rudder demonstration), accelerate to Vmo and decelerate with speed brake(note over speed warning). Steep turns. Roll rate demonstration. Demonstrate flight characteristics with configuration changes: landing gear, slats, flaps, slow flight. Stick

shaker demonstration(clean, turning and landing). Two engine flight director ILS and landing. Time permitting, repeat take-off and ILS. After landing, review shutdown and before leaving aircraft procedures.

SFAM/INST-101 4.0 T,C,R 2F3

Goal. Flight characteristics demonstration.

Requirement. Cockpit setup and checklist, APU fire on start. Engine starts: hot or hung. Instrument takeoff(ceiling 100 feet) and vector climb (12,000-14,000 feet). Dutch roll demonstration. High sink demonstration. Slow flight. Steep turns. Approach to stalls clean, turning, landing. Two engine autopilot ILS and landing (time permitting). VOR approach and landing. Manual spoilers. After landing, shutdown and before leaving aircraft procedures.

SFAM/INST-102 4.0 T,C,R 2F3

Goal. Introduce emergency procedures.

Requirement. Cockpit setup and checklist. Engine starts: battery and cross bleed. Rejected takeoff (engine failure prior to V1). Ice protection during takeoff and climb (engine, airfoil and fuel). Normal takeoff and SID departure. Climb to FL350 using normal climb schedule. Manual pressurization during climb. Emergency descent to 14,000 feet. Steep turns. Approach to stalls. Unusual attitudes. Slow flight (optional). Area arrival and holding. Two engine Flight Director (F/D) ILS and missed approach. Engine failure in flight. One engine raw data ILS and landing.

SFAM/INST-103 4.0 T,C,R 2F3

Goal. Review abnormal operations procedures.

Requirement. Cockpit setup and checklist. Engine start (hot or hung start optional). Engine failure prior to V1. Engine failure at V1 +10. One engine F/D ILS and published missed approach. Airstart the failed engine. Back course ILS to full stop.

SEAM/INST-104 4.0 T,C,R 2F3

Goal. Emergency procedures refinement.

Requirement. Cockpit setup and checklist. Engine start (CSD oil pressure low light). Crosstie failure or crosstie lockout. Engine failure at V1 +10. One engine FID ILS and missed approach. Air start the failed engine. RADAR vector climb to 12,000 to 14,000 feet. Tail compartment high temp light on. Loss of airspeed indication. ILS approach and landing without air speed indication. Takeoff and dumb with runaway trim, ILS approach with jammed stabilizer. Non precision approach and missed approach. Raw data ILS approach and landing.

140. FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS

1. Purpose. Familiarize all pilots with C-9B flight characteristics, normal cockpit procedures, crew coordination, Systems operations and limitations, emergency procedures, and gain designation as a Transport Third Pilot.

1. General

a. The time required to train a C-9 pilot from Transport Third Pilot (T3P) to Transport Aircraft Commander (TAC) is listed in the NATOPS Flight Manual, but will vary from that minimum depending on previous pilot experience. Training beyond T3P is accomplished to a great extent in conjunction with operational flights. Upgrade checks for T2P, TAC, and IUT will be accomplished on dedicated training flights.

b. Minimum crew shall consist of an instructor pilot, pilot under instruction and crew chief for all training flights.

c. All flights shall be flown with a designated NATOPS Instructor.

d. Local commands are granted the authority to waive requirements that are not applicable to the local operating environment.

e. Flights annotated with an "N" shall be flown at night with the intent that these night flights will be flown at least 30 minutes after official sunset. Flights annotated with "(N)" may be flown at night.

f. All flights annotated with an "E" shall be evaluated per T&R Manual, Volume 1, Chapter 6, Paragraph 6001.c.

2. Refly Interval. Figure 1-1 shows refly interval and Mission Readiness Percentage for MOS 7551.

3. Aircrew Evaluation Flights. All pilots are required to have a NATOPS evaluation form filled out annually upon completion of the following:

a. NATOPS Check (RQD-600)

b. Instrument Check (RQD-6C1)

c. Any flight in the mission qualification, mission ready, or full mission qualification phase as recommended by the Squadron Standardization Board.

4. Aircrew Coordination. Aircrew coordination shall be briefed for all flights and/or events.

141. MISSION CAPABLE TRAINING

1. Familiarization and Instruments

a. Purpose. Instruct PUI in aircraft ground handling; VFR and IFR flight characteristics and limitations, with emphasis on instrument flight procedures and proper response to aircraft emergency situations.

b. Crew Requirement. PUI/IP/CC.

c. Flight Training (3 Flights, 6.0 Hours)

FAM/INST-100 2.0 T,C,R 1 ACFT

Goal. C-9 flight introduction.

Requirement. Brief APU, flight director/instruments, approach landing configuration and speeds and performance data. Introduce preflight inspection, operation of cabin doors, cockpit emergency equipment and exits, cockpit checklist, engine start, taxi, braking and steering techniques and crew briefing items Introduce rolling takeoff (150 flaps) steep turns, roll rate, high sink rate, approach to stalls, power management and ILS/GCA approaches. Perform touch-and-go landings and full stop landings with auto spoiler.

FAM/INST-101 2.0 T,C,R 1 ACFT

Goal. Review normal flight maneuvers.

Requirement. Brief engines, air conditioning, approach/landing configuration/speeds, holding and procedure turns, missed approach, critical action emergency procedures and performance data. Review preflight inspection, cockpit checklist, engine start, taxi, braking and steering techniques and crew briefing items. Introduce rolling takeoff (50 flaps), engine shutdown/airstart, and holding. Review visual, ILS/GCA, non precision and missed approaches, touch-and-go landings and full stop landings with auto spoiler.

FAM/INST-102 2.0 T,C,R 1 ACFT

Goal. Introduce emergency procedures.

Requirement. Brief fuel system, pneumatic system, anti-ice system, oxygen system, high altitude/high speed characteristics, critical action emergency procedures, and performance data. Review preflight, start (cross bleed), taxi items on FAM/INST-100 and FAM/INST-101. Review rolling take Off (150 flaps). Introduce simulated engine failure after vl, use of autopilot and emergency descent. Perform visual, GCA and ILS approaches with raw data inputs, coupled autopilot, one engine, zero flaps or slats retracted as appropriate to touch-and-go or full stop landing. One engine with/reverse and manual spoiler landing required.

2. Night Familiarization

a. Purpose. Become proficient in night operations and emergency responses at night.

b. Crew Requirement. PUI/IP/OC.

c. Flight Training (1 Flight, 2.0 Hours)

NFAM-110 2.0 T,C,R 1 ACFT N

Goal. Review FAM/INST maneuvers at night.

Requirement. Brief electrical system, electrical fire and smoke/fume elimination. Introduce interior/exterior lighting. Review preflight/start/taxi items covered on PAM/INST-bc through PAM/INST-102. Perform rolling takeoff with 150 flaps, simulated, derated engine failure visual, ILS and GCA

approaches with a single engine to a missed approach as appropriate. Review touch-and-go and full stop landings.

3. Copilot Familiarization

a. Purpose. To instruct the PUI in the responsibilities and functions of the pilot flying in the right seat.

b. Crew Requirement. PUI/IP/CC.

c. Flight Training (2 Flights, 6.0 Hours)

FAM-120 2.0 T,C,R 1 ACFT

Goal. PUI in right seat to perform duties of copilot.

Requirement. Review preflight/start/taxi crew briefing Items covered on previous flights. Introduce engine battery start static takeoffs (50 flaps, derated thrust), and manual pressurization. Review all approaches and landings covered on previous flights. I Introduce maximum performance full stop and simulated single engine landings.

FAM-121 4.0 T,C,R 1 ACFT

Goal. Introduce long range navigation and review all previous instruction.

Requirement. Brief OPARS flight planning, flight in high altitude structure, and line mission considerations. Introduce high altitude flight regime to include the following: Filing criteria, long range cruise considerations, and navigation procedures. Review as necessary, any items covered on previous syllabus flights. Emphasize emergency procedures and abnormal situation responses.

4. T3P Check

a. Purpose. Qualify the PUI as copilot (T3P) for operational flights in the C-9B aircraft.

b. Crew Requirement. PUI/IP/CC.

c. Prerequisite. NATOPS open and closed book examinations.

d. Flight Training (1 Flight, 2.0 Hours)

CK-130 2.0 T,C,R E 1 ACFT

Goal. Evaluation sortie.

Requirement. PUI to demonstrate the ability to meet NATOPS qualification per NATOPS evaluation criteria. The flight evaluation is designed to measure with the maximum objectivity the degree of standardization demonstrated by the PUI and to ensure safety of flight.

142. MISSION READY TRAINING

1. Copilot Review

a. Purpose. Review procedures, normal and emergency, and the responsibilities of the copilot.

b. Crew Requirement. T3P/IP/CC.

c. Flight Training (1 Flight, 2.0 Hours)

REV-200 2.0 T,C,R 1 ACFT

Goal. Refine copilot performance.

Requirement. T3P in the left seat to perform duties of the pilot. Review preflight/start/taxi crew briefing, items covered on previous flights, emphasize emergency procedures and abnormal situation responses;

2. T2P Check

a. Purpose. Qualify the T3P as a T2P copilot for operational flights in the C-9B aircraft.

b. Crew Requirement. T3P/IP/CC.

c. Prerequisite. NATOPS open and closed book examinations.

d. Flight Training (1 Flight, 2.0 Hours)

CK-210 2.0 T,C,R B 1 ACFT

Goal. Evaluation sortie.

Requirement. T3P to demonstrate the ability to meet the NATOPS evaluation criteria. Flight is designed to measure with maximum objectivity the degree of standardization demonstrated by the PUT and his ability in handling the aircraft under any circumstances.

143. MISSION QUALIFICATION TRAINING1. TAC Route Check

a. Purpose. Conduct a route check flight prior to upgrade to TAC.

b. Crew Requirement. T2P/IP/CC/Loadmaster (LM)/Flight Attendant (FA).

c. Flight Training (1 Flight, 6.0 Hours)

NAV-300 6.0 T,C,R E 1 ACFT

Goal. Pilot under instruction performs extended range operations

Requirement. T2P will demonstrate the ability to manage a crew and aircraft away from home station. Flight must include a RON.

2. TAC Overwater Check

a. Purpose. Conduct an overwater check flight for T2P prior to upgrade and to maintain ICAO proficiency for the TAC (6 month refly). Flight must include a RON and an overwater leg of at least 1,300 nm.

b. Crew Requirement. T2P/IP/CC/LM/FA.

c. Flight Training (1 Flight, 6.0 Hours)

NAV-310 8.0 T,C,R 1 ACFT

Goal. Overwater navigation.

Requirement. TAC/T2P to demonstrate the ability to manage a crew and aircraft on an extended, overwater flight under ICAO rules.

3. TAC Familiarization

a. Purpose. Review all previously covered items and ensure that the T2P is adequately prepared for a TAC check.

b. Crew Requirement. T2P/IP/CC.

c. Flight Training (1 Flight, 2.0 Hours)

FAM-320 2.0 T,C,R 1 ACFT

Goal. Review all previous maneuvers.

Requirement. Review all C-9B previous NATOPS normal and emergency procedures. Demonstrate ability to lead and coordinate crew during emergencies, plus meet all previous NATOPS requirements.

144. FULL-MISSION QUALIFICATION TRAINING

1. Purpose. Upgrade the PUI to Transport Aircraft Commander (TAC)

2. Crew Requirement. T2P/IP/CC.

3. Prerequisite. NATOPS open and closed book examinations.

4. Flight Training (1 Flight, 2.0 Hours)

CK-400 2.0 T,C,R E 1 ACFT

Goal. Evaluation flight.

Requirement. T2P to demonstrate ability to meet NATOPS evaluation criteria for TAC. The flight evaluation is designed to measure with the maximum objectivity the knowledge and abilities of the PUI.

150. INSTRUCTOR AND SPECIAL FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS

1. Purpose. Standardize instructor pilot in procedures for the C-9E aircraft.

151

2. Crew Requirement. JUT/JP/CC.3. Flight Training (2 Flights, 4.0 Hours)IUT-500 2.0 T,C,R 1 ACFTGoal. Instruction introduction.Requirement. IUT in right seat practice all maneuvers in previous syllabi. Demonstrate ability to perform all maneuvers in standardized manner, and to recognize and correct common student errors.JUT-501 2.0 T,C,R E 1 ACFTGoal. IUT standardization check.Requirement. IUT in right seat. Review items covered on IUT-500 and demonstrate the requisite instructional ability and standardization expected of an instructor pilot.151. SPECIAL TRAINING1. Purpose. Conduct evaluation flights.2. General. Flights flown in this stage are evaluation flights; consequently, per T&R Manual, Volume 1, CRP is not awarded.3. Prerequisites. Reference the C-9B NATOPS Flight Manual, OPNAVINST 3710.7_, and applicable publications.4. Crew Requirement. IUT/IP/CC.5. Flight Training (3 Flights, 6.0 Hours)ROD-600 3.0 E 1 ACFTGoal. Annual NATOPS Evaluation.Requirement. Proficiency in the utilization of all aspects of the C-9. The proficiency expected by the evaluator in this flight shall be commensurate with the experience of the pilot under evaluation.ROD-601 1.5 E 1 ACFT (N)Goal. Annual Instrument Evaluation.Requirement. The evaluation shall be conducted per the criteria contained within the Instrument Flight Manual. File and fly an instrument round robin using all navigation equipment available. Evaluate all cases of instrument flight to include precision and non-precision approaches, partial panel, and instrument holding. Demonstrate proficiency in handling instrument related emergencies.ROD-602 1.5 E 1 ACFT

Goal. Conduct evaluation for designation as a Functional Check Pilot (FCP)

Requirement. Per a locally generated syllabus, conduct an evaluation with a previously designated FCP.

160. ORDNANCE REQUIREMENTS. Not applicable.

AIRCRAFT: C-9 MOS: 7551 CREW POSITION: PILOT

| STAGE | FLIGHT TRAINING CODE | HRS | REFLY INTERVAL | MRP | T | C | R | E | REMARKS |
|---|-------------------------|-----|-------------------|------|---|---|---|---|----------|
| MISSION CAPABLE TRAINING | | | | | | | | | |
| SFAM/INST | 100 | 4.0 | C | 5.0 | x | x | x | S | |
| | 101 | 4.0 | C | 5.0 | x | x | x | S | |
| | 102 | 4.0 | C | 5.0 | X | X | X | S | |
| | 103 | 4.0 | C | 5.0 | x | x | x | S | |
| | 104 | 4.0 | C | 5.0 | x | x | x | S | |
| FAM/INST | 100 | 2.0 | + | 6.0 | x | x | x | | 1 ACFT |
| | 101 | 2.0 | + | 6.0 | x | x | x | | 1 ACFT |
| | 102 | 2.0 | + | 6.0 | x | x | x | | 1 ACFT |
| NFAM | 110 | 2.0 | * | 6.0 | x | x | x | | 1 ACFT N |
| FAM | 120 | 2.0 | * | 3.0 | X | X | X | | 1 ACFT |
| | 121 | 4.0 | + | 3.0 | x | x | x | | 1 ACFT |
| CK | 130 | 2.0 | + | 5.0 | x | x | x | x | 1 ACFT |
| MISSION READY TRAINING | | | | | | | | | |
| REV | 200 | 2.0 | * | 4.0 | x | x | x | | 1 ACFT |
| CK | 210 | 2.0 | C | 6.0 | x | x | x | x | 1 ACFT |
| MISSION QUALIFICATION TRAINING | | | | | | | | | |
| NAV | 300 | 6.0 | + | 5.0 | x | x | x | x | 1 ACFT |
| | 310 | 8.0 | 6 | 5.0 | x | x | x | | 1 ACFT |
| FAM | 320 | 2.0 | + | 5.0 | x | x | x | | 1 ACFT |
| FULL-MISSION QUALIFICATION TRAINING | | | | | | | | | |
| CK | 400 | 2.0 | C | 15.0 | x | x | x | x | 1 ACFT |
| INSTRUCTOR AND SPECIAL FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS | | | | | | | | | |
| IUT | 500 | 2.0 | + | N/A | x | x | x | | 1 ACFT |
| | 501 | 2.0 | + | N/A | x | x | x | x | 1 ACFT |
| SPECIAL TRAINING | | | | | | | | | |
| RQD | 600 | 2.0 | C | N/A | | | | x | 1 ACFT |
| | 601 | 2.0 | C | N/A | | | | x | 1 ACFT |
| (N) | 602 | 2.0 | + | N/A | | | | X | 1 ACFT |

Figure 11.--MOS 7551 Refly Interval, Mission Readiness Percentage.

T&R MANUAL, VOLUME 4
PILOT FLIGHT UPDATE CHAINING

| <u>STAGE</u> | <u>FLIGHT</u> | <u>SORTIES UPDATED</u> |
|--------------|---------------|------------------------|
| SFAM/INST | 200 | |
| CK | 210 | 200 |
| NAV | 300 | 200,210 |
| | 310 | 200,210,300,310 |
| FAM | 320 | 200,210,320 |
| CK | 400 | 200,210,320,400 |

Figure 1-2.--Pilot Flight Update Chaining

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CHAPTER 2

C-9 CREW CHIEF

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* *NOTE* *

Aircrew coordination will be briefed far all flights and aircrew positions.

CHAPTER 2

C-9 CREW CHIEF

200. PROGRAMS OF INSTRUCTION (POLICY FOR BASIC, TRANSITION, CONVERSION AND REFRESHER CREW CHIEFS)

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|---------------------|-----------------|
| 1-3 | Ground Training | SOES |
| 4-16 | Flight Training | SOES |

210. GROUND TRAINING COURSES OF INSTRUCTION

| <u>COURSE</u> | <u>ACTIVITY</u> |
|-----------------------------------|-------------------|
| Water Survival | MCAS Cherry Point |
| Aviation Physiology | MCAS Cherry Point |
| Power Plants and Airframes School | Scott AFE |
| Pratt and Whitney School | Hartford, CT |

211. SQUADRON LEVEL TRAINING

General Aircraft Description
Aircraft Emergency Systems
Personal Flying Equipment Requirements
Phase Examinations
NATOPS Open and Closed Book Examinations

212. FLIGHT SIMULATOR TRAINING

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-----------------|----------------|--------------|----------------|
| Familiarization | 5 | 20.0 | 0.0 |

220. FLIGHT TRAINING FOR BASIC, TRANSITION, CONVERSION AND REFRESHER CREW CHIEFS1. Mission Capable Training

| | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-----------------------|----------------|--------------|----------------|
| Basic Qualification | | - | 25.0 |
| Familiarization | 14 | 42.0 | 28.0 |
| Mission Capable Check | <u>1</u> | <u>3.0</u> | <u>7.0</u> |
| Total | 15 | 45.0 | 60.0 |

2. Mission Ready Training

| | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|---------------------|----------------|--------------|----------------|
| Familiarization | 11 | 33.0 | 6.6 |
| Mission Ready Check | <u>1</u> | <u>3.0</u> | <u>3.4</u> |
| Total | 12 | 36.0 | 10.0 |

3. Mission Qualification Training

| | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-----------------|----------------|--------------|----------------|
| Familiarization | 2 | 6.0 | 15.0 |

4. Full-Mission Qualification Training

| | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|------------|----------------|--------------|----------------|
| Check Ride | 1 | 4.0 | 15.0 |

| | | | |
|---|-----------|-------------|--------------|
| Total for Basic, Transition, Conversion and Refresher Crew Chief | 30 | 91.0 | 100.0 |
|---|-----------|-------------|--------------|

230. SIMULATOR TRAINING. Familiarize all crew chiefs with the C-9 normal cockpit procedures, crew coordination, Systems operations and limitations, emergency procedures and to introduce instrument flight procedures and VFR scan patterns. Flights duplicate those outlined in C-9 pilot simulator training.

240. FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS1. General

a. The time required to train a crew chief will vary depending on previous experience. All training will be conducted in conjunction with operational flights, test flights, and/or pilot training flights.

b. Minimum crew will consist of a pilot, copilot, crew chief instructor (CCI), and crew chief under instruction (CCUI)

c. Flights annotated with an "N" shall be flown at night with the intent that these night flights will be flown at least 30 minutes after official sunset. Flights annotated with "(N)" may be flown at night.

d. All flights annotated with an "E" shall be evaluated per T&R Manual, Volume 1, Chapter 6, Paragraph 6001.c.

2. Syllabus Assignment. Basic, transition, and conversion crew chiefs will be required to fly the entire syllabus.

3. Refly Interval. Figure 1-1 shows refly interval and Mission Readiness Percentage for MOS 7551.

4. Aircrew Evaluation Flights. All pilots are required to have a NATOPS evaluation form filled out annually upon completion of the following:

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a. NATOPS Check (RQD600)

b. Any flight in the mission qualification, mission ready, or full mission qualification phase as recommended by the Squadron Standardization Board.

5. Aircrew Coordination. Aircrew coordination shall be briefed for all flights and/or events.

241. MISSION CAPABLE TRAINING

1. Familiarization

a. Purpose. Familiarize the CCUI with the C-9 aircraft. Instruction will emphasize adherence to NATOPS procedures, operation of aircraft systems, and aircraft servicing.

b. Crew Requirement. P/CP/CCI/CCUI

c. Flight Training (14 Flights, 42.0 Hours)

FAM-100/101 3.0 T,C,R 1 ACFT

Goal. Introduce auxiliary power unit (APU) airborne use, daily/postflight inspection, servicing and turnaround of engine system.

FAM-102/103 3.0 T,C,R 1 ACFT

Goal. Review previous instruction and introduce fuel system.

FAM-104/105 3.0 T,C,R 1 ACFT

Goal. Review all previous instruction and introduce AC and DC electrical systems.

FAM-106-108 3.0 T,C,R 1 ACFT

Goal. Review all previous instruction with emphasis on AC/DC electrical systems and introduce hydraulic system.

FAM-109/110 3.0 T,C,R 1 ACFT

Goal. Review DC electrical and hydraulic system.

FAM-111-113 3.0 T,C,R 1 ACFT T,C,R 1 ACFT

Goal. Review hydraulic system and previously introduced instruction as necessary.

2. Mission Capable Check

a. Purpose. Review all areas of instruction above and ensure that the CCUI has attained a high degree of proficiency and knowledge of all systems.

b. Crew Requirement. P/CP/CCI/CCUI

C. Flight Training (1 Flight, 3.0 Hours)

CK-120 3.0 T,C,R 1 ACFT

Goal. Mission capable check.

Requirement. Progress check. CCUI will demonstrate a high degree of proficiency and knowledge of the A/C systems covered in all previous instruction.

242. MISSION READY TRAINING

1. Familiarization

a. Purpose. Further instruct the CCUI on the C-9 aircraft and the duties and responsibilities of the C-9 crew chief.

b. Crew Requirement. P/CP/CCI/CCUI

c. Flight Training (11 Flights, 33.0 Hours)

FAM-200/201 3.0 T,C,R 1 ACFT

Goal. Introduce pneumatic system.

FAM-202/203 3.0 T,C,R 1 ACFT

Goal. Review pneumatic system and introduce ice protection system.

FAM-204 3.0 T,C,R 1 ACFT

Goal. Introduce fire warning and protection system.

FAM-205 3.0 T,C,R 1 ACFT

Goal. Review FAM-204.

FAM-206 3.0 T, C ,R 1 ACFT

Goal. Introduce oxygen system.

FAM-207 3.0 T,C,R 1 ACFT

Goal. Review FAM-206.

FAM-208 3.0 T,C,R 1 ACFT

Goal. Introduce emergency procedures (all types). CCUI is required to memorize all bold face emergency procedure items in the C-9 NATOPS Flight Manual.

FAM-209 3.0 T,C,R 1 ACFT

Goal. Review EAM206.

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FAM-210 3.0 T,C,R 1 ACFT

Goal. Introduce 0-9 operations limitations.

2. Mission Ready Check

a. Purpose. Evaluate and ensure the CCUI has attained a high degree of proficiency and knowledge of the mission ready training phase of instruction.

b. Crew Requirement. TPC/CP/CCI/CCUI.

c. Prerequisite. NATOPS open and closed book examinations.

d. Flight Training (1 Sortie, 3.0 Hours)

CHK-220 3.0 T,C,R E 1 ACFT

Goal. Evaluate the CCUIs proficiency and knowledge of the 100 and 200 series sorties.

243. MISSION QUALIFICATION TRAINING

a. Purpose. Review all 100 and 200 series sorties leading to a NATOPS check.

b. Crew Requirement. P/CP/CCI/CCUI

c. Flight Training (2 Flights, 6.0 Hours)

FAM-300 3.0 T,C,R 1 ACFT

Goal. Review all 100 series leading to a NATOPS check.

FAM-310 3.0 T,C,R 1 ACFT

Goal. Review all 200 series sorties leading to a NATOPS check.

244. FULL-MISSION QUALIFICATION TRAINING

a. Purpose. Fully qualify CCUI for designation as a C-9 crew chief.

b. General. Upon successful completion of this phase of instruction OCUI may be designated as a C-9 Crew Chief.

c. Crew Requirement. P/CP/CCI/CCUI

d. Prerequisite. NATOPS open and closed book examinations.

e. Flight Training (1 Sortie, 4.0 Hours)

CK-400 4.0 T,C,R H 1 ACFT

Goal. NATOPS check flight.

Requirement. CCUI acting in capacity of crew chief will demonstrate his knowledge and ability to function as a C-9 crew chief.

250. INSTRUCTOR AND SPECIAL FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS.
Reserved for future use.

260. ORDNANCE REQUIREMENTS. Not applicable.

AIRCRAFT: C-9

MOS: 60xx

CREW POSITION: CREW CHIEF

| FLIGHT STAGE | TRAINING CODE | HRS | REFLY INTERVAL | MRP | T | C | R | E | REMARKS |
|--|---------------|-----|-------------------|------|---|---|---|---|---------|
| MISSION CAPABLE TRAINING | | | | | | | | | |
| FAM | 100 | 3.0 | * | 2.0 | x | x | x | 1 | ACFT |
| | 101 | 3.0 | + | 2.0 | x | x | x | 1 | ACFT |
| | 102 | 3.0 | * | 2.0 | x | x | x | 1 | ACFT |
| | 103 | 3.0 | * | 2.0 | x | x | x | 1 | ACFT |
| | 104 | 3.0 | * | 2.0 | x | x | x | 1 | ACFT |
| | 105 | 3.0 | * | 2.0 | x | x | x | 1 | ACFT |
| | 106 | 3.0 | * | 2.0 | x | x | x | 1 | ACFT |
| | 107 | 3.0 | + | 2.0 | x | x | x | 1 | ACFT |
| | 108 | 3.0 | * | 2.0 | x | x | x | 1 | ACFT |
| | 109 | 3.0 | * | 2.0 | x | x | x | 1 | ACFT |
| | 110 | 3.0 | * | 2.0 | x | x | x | 1 | ACFT |
| | 111 | 3.0 | * | 2.0 | x | x | x | 1 | ACFT |
| | 112 | 3.0 | * | 2.0 | x | x | x | 1 | ACFT |
| | 113 | 3.0 | * | 2.0 | x | x | x | 1 | ACFT |
| | 120 | 3.0 | * | 7.0 | x | x | x | 1 | ACFT |
| MISSION READY TRAINING | | | | | | | | | |
| FAM | 200 | 3.0 | 3 | 0.6 | x | x | x | 1 | ACFT |
| | 201 | 3.0 | 3 | 0.6 | x | x | x | 1 | ACFT |
| | 202 | 3.0 | 3 | 0.6 | x | x | x | 1 | ACFT |
| | 203 | 3.0 | 3 | 0.6 | x | x | x | 1 | ACFT |
| | 204 | 3.0 | 3 | 0.6 | x | x | x | 1 | ACFT |
| | 205 | 3.0 | 3 | 0.6 | x | x | x | 1 | ACFT |
| | 206 | 3.0 | 3 | 0.6 | x | x | x | 1 | ACFT |
| | 207 | 3.0 | 3 | 0.6 | x | x | x | 1 | ACFT |
| | 208 | 3.0 | 3 | 0.6 | X | X | X | 1 | ACFT |
| | 209 | 3.0 | 3 | 0.6 | x | x | x | 1 | ACFT |
| | 210 | 3.0 | 3 | 0.6 | x | x | x | 1 | ACFT |
| CK | 220 | 3.0 | 3 | 3.4 | x | x | x | X | 1 ACFT |
| MISSION QUALIFICATION TRAINING | | | | | | | | | |
| FAM | 300 | 3.0 | 3 | 7.5 | x | x | x | 1 | ACFT |
| | 310 | 3.0 | 3 | 7.5 | x | x | x | 1 | ACFT |
| FULL-MISSION QUALIFICATION TRAINING | | | | | | | | | |
| CK | 400 | 4.0 | C | 15.0 | X | X | X | 1 | ACFT |

Figure 2-1--.MOS 60XX Refly Interval, Mission Readiness Percentage.

CREW CHIEF FLIGHT UPDATE CHAINING

| <u>STAGE</u> | <u>FLIGHT</u> | <u>FLIGHTS UPDATED</u> |
|--------------|---------------|---|
| FAM | 200 | |
| | 201 | 200 |
| | 202 | 200,201 |
| | 203 | 200,201,202 |
| | 204 | |
| | 205 | 204 |
| | 206 | |
| | 207 | 206 |
| | 208 | |
| | 209 | 208 |
| | 210 | 200,201,202,203,204,205,206,207,208,209 |
| CK | 220 | 200,201,202,203,204, 205,206,207,208,209,210 |
| FAM | 300 | 200 |
| | 310 | 200, 201,202,203,204,205,206, 207,208,209,210,220,300 |
| CK | 400 | 200,201,202,203,204,205,206,207,208,209,210,220,300,310 |

Figure 2-2.--MOS 60XX Crew Chief Flight Update Chaining

T&R MANUAL, VOLUME 4

CHAPTER 3

C-9B LOADMASTER

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*** *NOTE * ***

Aircrew coordination will be briefed for all flights and aircrew positions.

CHAPTER 3

C-9B LOADMASTER

300. PROGRAMS OF INSTRUCTION (P01) FOR BASIC AND CONVERSION LOADMASTER

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|---|-----------------|
| 1-3 | Ground Training (includes the 2 week C-9 Loadmaster School) | SOES |
| 4-12 | Mission Capable Training | SOES |
| 13-14 | Mission Ready Training | SOES |
| 15-16 | Mission Qualification Training | SOES |
| 17-18 | Full-Mission Qualification Training | SOES |

301. P01 FOR REFRESHER LOADMASTER

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|-------------------------------------|-----------------|
| 1 | Ground Training | SOES |
| 2-4 | Mission Capable Training | SOES |
| 5 | Mission Ready Training | SOES |
| 6 | Mission Qualification Training | SOES |
| 7-8 | Full-Mission Qualification Training | SOES |

302. P01 FOR INSTRUCTOR UNDER TRAINING

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|---|--------------------|
| 26 | Airborne Radio Operator/ Loadmaster School | MCAS Cherry Pt, NC |
| 2 | C-9 Loadmaster School | NAS Dallas, TX |
| 2 | Instructor Basic School | Camp Lejeune, NC |
| 2-4 | Flight Training | SOES |

310. GROUND TRAINING

1. General. Trainee must be previously designated as a Flight Attendant on the C-9B aircraft. The trainee will attend the C-9B Loadmaster Course prior to completion of training.

2. TrainingWeek 1

Weight and Balance Theory and Formulas.
 Weight and Balance Forms (DD Form 365).
 Aircraft Limitations Passenger/Cargo Manifests.
 Associated Paperwork.
 Weight and Balance Form Computation utilizing Moment.
 Weight and Balance Form Computation utilizing Load Adjuster.

Week 2

Cargo Limitations and Dimensions.

Dimensions of Main Cabin Area.
 Dimensions of Cargo Doors.
 Dimensions of Cargo Compartments.
 Weight Restrictions for Decking and Pallets.
 Loadmaster Equipment and Responsibilities.
 Contained in NATOPS Manual (NAVAIR 01-C9BAAA-1)
 Written Exam on Material in the Cargo Loading Manual
 (NAVAIR 1-C9BAAA-9-9).

Week 3

C-9 Configurations.
 Loadex 1 SECO C.
 Loadex 2 SECO G.
 Loadex 3 Special Aircraft Configurations.

311. COURSES OF INSTRUCTION

| <u>COURSE</u> | <u>ACTIVITY</u> |
|------------------------|-----------------|
| Water Survival | NAWSTP |
| Flight Physiology | SOES |
| C-9B Loadmaster School | NAS Dallas, TX |

312. SQUADRON LEVEL TRAINING

General Aircraft Description
 Aircraft Systems
 Aircraft Emergency Equipment and Systems
 Emergency Procedures
 Loadmaster Equipment
 Cargo Restraint Equipment
 Weight and Balance Planning
 Personal Flying Equipment Requirements
 Phase Examinations
 Aircraft Mission
 NATOPS Open and Closed Book Examinations

320. FLIGHT TRAINING FOR BASIC AND CONVERSION LOADMASTER

1. Mission Capable Training

| <u>STAGE</u> | <u>SORTIES</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-----------------------------|----------------|--------------|----------------|
| Basic Qualification | - | - | 25.0 |
| Familiarization | 1 | 4.0 | 4.0 |
| Cargo and Passenger Loading | 8 | 32.0 | 8.0 |
| VIP | 3 | 12.0 | 9.0 |
| NATOPS Evaluation Flight | 1 | 4.0 | 14.0 |
| | | *52.0 | 60.0 |

2. Mission Ready Training

| <u>STAGE</u> | <u>SORTIES</u> | <u>HOURS</u> | <u>PERCENT</u> |
|----------------------|----------------|--------------|----------------|
| Overwater Procedures | 2 | 12.0 | 10.0 |

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3. Mission Qualification Training

| <u>STAGE</u> | <u>SORTIES</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-----------------------------------|----------------|--------------|----------------|
| Familiarization (Hazardous Cargo) | 3 | *9.0 | 15.0 |

4. Full-Mission Qualification Training

| <u>STAGE</u> | <u>SORTIES</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-------------------------|----------------|--------------|----------------|
| Maximum Cargo | 2 | 10.0 | 5.0 |
| Loadmaster Check Flight | <u>1</u> | <u>5.0</u> | <u>10.0</u> |
| | 3 | *15.0 | 15.0 |

Total for Basic and Conversion Loadmaster 21 *88.0 100.0

NOTE: *Indicates estimated flight hours to completion.

321. FLIGHT TRAINING FOR REFRESHER TRAINING

| <u>STAGE</u> | <u>SORTIES</u> | <u>HOURS</u> |
|--|----------------|---------------|
| Familiarization (Emergency Procedures) | 1 | 5.0 |
| Passenger Loading (1 Sortie Overwater) | 3 | *7.5 |
| Cargo Loading (1 Sortie Hazardous Cargo) | 4 | +10.0 |
| VIP | 1 | 2.5 |
| NATOPS Check | <u>1</u> | <u>4.0</u> |
| Total for Refresher Loadmaster | 10 | **29.0 |

NOTES: (1) * Indicates estimated flight hours.
 (2) ++ Indicates estimated flight hours to requalification.
 (3) Flight types may be WAIVED at the commanding officer's discretion.

322. INSTRUCTOR UNDER TRAINING

| <u>STAGE</u> | <u>SORTIES</u> | <u>HOURS</u> |
|---------------------------|----------------|--------------|
| Instructor Under Training | 2 | 9.0 |
| Instructor Check Flight | <u>1</u> | <u>3.0</u> |
| | 3 | 12.0 |

330. SIMULATOR TRAINING. Not Applicable.

340. FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS

1. The time to qualify a C-9B loadmaster will vary depending on previous experience and flight time availability. All loadmasters will be previously designated as a Flight Attendant in the C-9B. Training will generally be accomplished in conjunction with operational flights. A Basic Loadmaster shall be defined as a designated Flight Attendant, who has completed training and has been subsequently designated as a loadmaster on the C-9B aircraft. A Conversion Loadmaster shall be defined as a graduate of the ARO/Loadmaster School, who has been previously qualified as a KC-130 Loadmaster, and is assigned to fly the C-9B aircraft. A Refresher Loadmaster shall be defined as a C-95 loadmaster who has been assigned to other duty preventing currency in

the C-9B aircraft for a period exceeding 12 months. Basic Loadmasters will compete all stages of training. Each Conversion Loadmaster will complete all flights identified by a "C". All Refresher Loadmasters will complete all flights identified by an "R".

2. All of the duties will be performed law OPNAVINST 3710.7, current squadron directives, and NAVAIR's 01-C9BAAA-1, 01-C9BAAA-9, and 01-1B-50.

3. Aircrew Coordination. Aircrew coordination shall be briefed for all flights and/or events.

341. MISSION CAPABLE TRAINING

1. Familiarization

a. Purpose. Familiarize the Loadmaster Under Instruction (LUI) with the C-9B aircraft and the duties and responsibilities of the Loadmaster during all emergency situations.

b. Flight Training (1 Sortie, 4.0 Hours)

FAM-100 4.0 C,R 1 ACFT

Goal. Introduce the LUI to the responses/action required during each airborne/ground emergency.

Requirements. The LUI will demonstrate the proper responses/actions to the following emergency situations: rapid decompression/emergency descent, fuselage fire, smoke and fume elimination, in-flight door open warning, crash landing and ditching procedures. The LUI will demonstrate the use/refilling of walk around oxygen bottles and the use/location of all emergency equipment. The LUI will "donn" the restraining harness and demonstrate the procedure for securing the restraining harness.

Standard. All emergency procedures and responses must be per NAVAIR 01-C9BAAA-1.

2. Cargo and Passenger Loading

a. Purpose. Instruct and qualify the LUI in the performance of the duties required to load cargo and passengers. Emphasis will be placed on the adherence to NATOPS procedures, operation of aircraft equipment and all duties and procedures required of a qualified C-9B loadmaster.

b. Flight Training (7 Sorties, 28.0 Hours)

CPL-110 4.0 C 1 ACFT

Goal. Introduce the LUI to passenger/baggage loading procedures and Weight and Balance Form computation. Additionally, the LUI will be instructed on the proper pre-flight and post flight procedures.

Requirements. LUI observes and assists a qualified Loadmaster during pre-flight, postflight, and passenger/baggage loading and offloading, to include the directing of ground loading equipment around the aircraft. LUI will compute a secondary

Weight and Balance Form. Emphasis will be on preflight of aircraft, in-flight responsibilities and aircraft postflight.

CPL-111

4.0 C,R 1 ACFT

Goal. Continuation of passenger and baggage loading procedures and Weight and Balance Form computation.

Requirements. LUI will demonstrate a thorough knowledge of all aircraft oxygen systems, to include; first aid oxygen, location of masks, types of masks, and requirements for availability of oxygen. Additionally, the LUI will stage baggage according to destination to expedite off-load. LUI will ensure the accuracy of all passenger manifests and record all "legload" information. Review of CPL-110.

CPL-112

4.0 C,R 1 ACFT

Goal. The LUI will perform all duties of C-9B loadmaster.

Requirements. The LUJ will demonstrate a thorough knowledge of the aircraft lighting systems and lavatory and galley operation, to include restrictions and circuit breaker locations. Additionally, the LUI must complete the primary Weight and Balance Form, prior to scheduled take-off, on a flight consisting of multiple enroute stops emphasizing accurate passenger manifests, Weight and Balance Form, associated paperwork, pre-flight, in-flight and post flight responsibilities, and meal handling procedures.

CPL-113

4.0 C,R 1 ACFT

Goal. LUI observes and assists a qualified loadmaster during flight with mixed cargo and passengers.

Requirements. Flight will consist of multiple enroute stops emphasizing the reconfiguration of the aircraft to the "SECO C" and "SECO G" configuration, utilizing the "floor decal" locations. The LUI will demonstrate a thorough knowledge of the operation of the cargo door, cargo door restrictions, and associated hydraulic systems (to include circuit breaker locations). Additionally, the LUI will properly install the door sills. The LUI will compute a secondary Weight and Balance Form.

Standard. All duties will be performed per NAVAIR's 01-C9BAAA-1, 01-C9BAAA-9, and 01-1B-50. If required MCO p4030.19 will be observed.

CPL-114

4.0 C,R 1 ACFT

Goal. LUI observes and assists a qualified loadmaster during flight with mixed cargo and passengers.

Requirements. Flight will consist of multiple enroute stops emphasizing aircraft dimensions, compartment weight restrictions, and restraint criteria. The LUI will be instructed in the expeditious off-load of baggage. Additionally, the LUI will observe and assist with the staging and proper loading of cargo, the use of tie down equipment (to

include the cargo barrier net), safety considerations, and accurate passenger and cargo manifests.

CPL-115

4.0 C,R 1 ACFT

Goal. The LUI will observe and assist a qualified Loadmaster during the loading and the unloading of palletized cargo.

Requirements. Flight will consist of multiple enroute stops. Emphasis will be placed on the procedures for loading and unloading palletized cargo. The use of established loading signals will be utilized during all loading and unloading evolutions. The LUI will compute the primary Weight and Balance Form and will determine the required tie down restraint. Safety of aircraft and personnel will be the primary consideration.

CPL-116

4.0 C,R 1 ACFT

Goal. Review of flights CPL-113 through CPL-115.

CPL-117

4.0 C,R 1 ACFT

Goal. Progress check, LUI performs all duties required of a C-9B loadmaster.

Requirements. Flight will consist of multiple enroute stops. Emphasis will be placed on Weight and Balance Form computation (prior to scheduled take-off), aircraft reconfiguration, appropriate tie down procedures, required tie down restraint; and safety in the use of all loading equipment. The LUI will be observed/evaluated on the directing of forklift operators and ground loading equipment around the aircraft.

3. VIP Procedures

a. Purpose. Qualify a LUI in the proper procedures when carrying passengers who are Code 7 and above.

b. Flight Training (3 Sorties, 12.0 Hours)

VIP-120

4.0 C,R 1 ACFT

Goal. The LUI will observe a qualified loadmaster on a flight carrying a passenger that is Code 7 and/or above.

Requirements. Emphasis will be placed on passenger comfort, VIP baggage handling configuration of the aircraft, and the installation of the appropriate VIP placard. Weight and Balance Form computation will be accomplished by the Loadmaster Instructor (LMI) Standard. All duties will be performed per current squadron policies and NAVAIR's 01-C9BAAA-1, 01-C9BAAA-9, and 01-1B-50.

VIP-121

4.0 C,R 1 ACFT

Goal. The LUI will assist a qualified loadmaster on a flight carrying a passenger who is a Code 7 and above.

Requirements. Emphasis will be placed on passenger comfort, VIP baggage handling, and VIP configuration, to include intermediate stop clean-up procedures. The LMI will complete the Weight and Balance Form for the aircraft.

VIP-122 4.0 C,R 1 ACFT

Goal. Progress check.

Requirements. The LUI will perform all duties of a loadmaster on a flight carrying a passenger who is a Code 7 and/or above. Emphasis will be placed on passenger comfort, VIP baggage handling, aircraft preparation, and an accurate Weight and Balance Form.

4. NATOPS Check Flight

a. Purpose. Qualify an LUI as a mission capable loadmaster on the C-9B aircraft. Individual may fly as a qualified loadmaster, after Completing flight NATOPS-130, while completing the remainder of the flight syllabus.

b. Flight Training (1 Sortie, 4.0 Hours)

NATOPS-130 4.0 C,R 1 ACFT

Goal. Evaluation flight.

Requirements. The LUI will successfully complete a flight evaluation administered by a designated NATOPS Loadmaster Evaluator. All phases of Mission Capable Training will be reviewed with emphasis on NATOPS procedures, squadron procedures and accurate and timely Weight and Balance Form computation. All emergency procedures will be conducted or simulated per current NATOPS directives. Egress procedures, with and without passengers, will be conducted and/or simulated. The LUT must install, or have previously installed, the "cargo barrier net".

SCPL-140 N/A C,R 1 ACFT

Goal. Cargo Passenger flight code for a loadmaster who is designated as, at a minimum, Mission Capable.

Requirements. Completed flight NATOPS-130 and is currently designated a Mission Capable Loadmaster.

342. MISSION READY TRAINING

1. Overwater Procedures

a. Purpose. Qualify the Mission Capable Loadmaster in overwater procedures with cargo and/or passengers aboard the aircraft.

b. Flight Training (2 Sorties, 12.0 Hours)

CPL 200 6.0 C,R 1 ACFT

Goal. The LUI observes and assists a qualified loadmaster during an overwater flight with passengers and/or cargo aboard.

Requirements. The LUI will observe and assist the loadmaster during pre-flight, in-flight and post flight duties. Emphasis will be placed on maximum passenger loads for overwater, overland flights, proper baggage handling, accurate passenger manifests, Weight and Balance Form, legloads, required Customs/Agriculture procedures, appropriate emergency equipment and required briefings.

CPL-201 6.0 C,R 1 ACFT

Goal. Stage Check. The LUI will perform all duties required of a Loadmaster on an overwater flight with passengers and/or cargo aboard while under the supervision of a NATOPS Evaluator. Successful accomplishment of this flight will result in the LUI being designated as a Mission Beady Loadmaster on the C-9B aircraft.

Requirements. The LUI will maintain accurate Weight and Balance Form, Customs/Agriculture Inspection Documents, passenger manifests and legload information. The LUI will conduct the appropriate pre-flight, in-flight and post flight duties.

CPL-210 N/A C,R 1 ACFT

Goal. Overwater flight code for a loadmaster who is designated as, at a minimum, Mission Ready.

Requirements. Completed flights CPL-200 and CPL-201 and is currently designated as a Mission Ready Loadmaster at a minimum.

343. MISSION QUALIFICATION TRAINING

1. Hazardous Cargo Familiarization

a. Purpose. Familiarize and qualify the mission ready loadmaster in the proper procedures when carrying hazardous cargo.

b. Flight Training (3 Sorties, 9.0 Hours)

FAM-300 3.0 C,R 1 ACFT

Goal. The LUI will observe a qualified loadmaster on a flight involving hazardous cargo.

Requirements. The LUI will observe a qualified loadmaster in the placing of hazardous cargo aboard the aircraft. The LUI will demonstrate a thorough knowledge and understanding of all restrictions concerning passengers while transporting hazardous cargo PER MCO P4030.19.

FAM-301 3.0 C,R 1 ACFT

Goal. The LUI will assist a qualified loadmaster on a Flight involving hazardous cargo.

Requirements. The flight will consist of multiple enroute stops. The LUI will assist a qualified loadmaster in the placing of hazardous cargo aboard the aircraft. The LUI will demonstrate a thorough knowledge and understanding of all restrictions concerning passengers while carrying hazardous cargo per MCO P4030.19. Additionally, the LUI will explain all charts, required documentation for carrying hazardous cargo and Chapter 3 of MCO P4030.19. The LUI will ensure that all hazardous cargo documentation is maintained and the Weight and Balance Form is completed.

FAM-302 3.0 C,R E 1 ACFT

Goal. Stage check. The LUI will perform all duties of Loadmaster on a flight carrying hazardous cargo with and/or without passengers under the supervision of a NATOPS Evaluator. Successful completion of this flight will result in the LUI being designated as a Mission Qualified loadmaster on the C-9B aircraft.

Requirements. Emphasis will be on total compliance with MCO P4030.19 to include all required forms, any deviations and/or waivers, and Pilot In Command required briefings. The LUI will compute the Weight and Balance form and will also complete and file all flight related paperwork.

FAM-310 N/A C,R 1 ACFT

Goal. Hazardous cargo flight code for a loadmaster who is designated, at a minimum, Mission Qualified.

Requirements. Complete flight FAM-300 through FAM-302 and is currently designated as Mission Qualified.

c. External Syllabus Support. All Loadmasters must attend a Hazardous Cargo School. The 2 week course offered at Aberdeen Proving Ground, Maryland, will be the preferred course to attend. This course must be completed prior to the initial flight in the Mission Qualified loadmaster training stage.

344. FULL-MISSION QUALIFICATION TRAINING

1. Maximum Cargo Procedures

a. Purpose. Qualify the Mission Qualified loadmaster in procedures when carrying maximum cargo)SECO's E, F or H)

b. Flight Training (2 Sorties, 10.0 Hours)

CPL-400 5.0 C,R 1 ACFT

Goal. The LUI will observe and assist a qualified loadmaster on a flight carrying maximum cargo, (SECO's E, F or H)

Requirements. Emphasis will be placed on the reconfiguration of the aircraft to SECO E, F or H. The LUI will compute the primary Weight and Balance Form. the loading of the aircraft must be accomplished to allow the minimum amount of interference at intermediate stops with due consideration to

center of gravity limits. The LUI will ensure the cargo is properly restrained to the pallet and that no pallet exceeds the appropriate "G" factor limitation. The LUI will install the "barrier net".

CPL-401 5.0 C,R 1 ACFT

Goal. The LUI/Full-Mission Qualified loadmaster will perform the duties of a qualified loadmaster on a flight carrying maximum cargo, (SECO's E, F OR H) under the supervision of a qualified loadmaster.

Requirements. Emphasis will be placed on the reconfiguration of the aircraft to the required SECO configuration. The correct placement of all pallet restraints will be verified by the LUI. The LUJ will compute the Weight and Balance Form with consideration to enroute stops and center of gravity limitations. The LUI will stage all cargo and load the aircraft with the safety of the aircraft, the safety of loading personnel and control of all loading equipment as the primary consideration.

2. Loadmaster NATOPS Evaluation Flight

a. Purpose. Qualify the Mission Qualified loadmaster in the C-9B aircraft to full-mission capable standards.

b. Flight Training (1 Sortie, 5.0 Hours)

LMX-410 5.0 C,R 1 ACFT

Goal. To Fully Mission Qualify the Loadmaster in the C-9B aircraft.

Requirements. The Mission Qualified loadmaster must meet or exceed all the NATOPS requirements to be designated as a "Full-Mission Qualified" Loadmaster on the C-9B aircraft.

350. INSTRUCTOR AND SPECIAL FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS

1. Instructor Under Training (IUT)

a. Purpose. Qualify an Airborne Radio Operator/Loadmaster (MOS 7382) as a Loadmaster Instructor.

b. Ground Training. Airborne Radio Operator/Loadmaster School, C-9B Loadmaster School, Instructor Management School. All Loadmaster Instructors must have completed the Airborne Radio Operator/Loadmaster School at MCAS Cherry Point, NC, and have a primary MOS of 7382. All Loadmaster Instructors must complete the Instructor Basic School (IBS) prior to their designation as a Instructor Loadmaster.

c. Flight Training (3 Sorties, 9.0 Hours)

IUT-500 3.0 C,R 1 ACFT

Goal. The student Instructor Loadmaster will observe an Instructor Loadmaster train an LUI.

Requirement. The student Instructor Loadmaster will observe a Loadmaster Instructor train an LUI on a syllabus flight required by MCC P5300.17. The Loadmaster Instructor will emphasize the LUITs accuracy of Weight and Balance Forms, center of gravity limits, knowledge of aircraft, emergency procedures and proper cargo restraint.

IUT-501 3.0 C,R 1 ACFT

Goal. The student Loadmaster Instructor will demonstrate his ability to instruct an LUI, while under the supervision of an Instructor Loadmaster.

Requirements. The student Loadmaster Instructor will instruct an LUI in all areas of safety and crew position responsibilities. Accuracy of all paperwork, Weight and Balance Forms, "legload" entries, center of gravity restrictions, and required tie down procedures according to "G" factor restrictions will be emphasized.

IUT-502 3.0 C,R 1 ACFT

Goal. Student Loadmaster Instructor Check Flight.

Requirements. The student Loadmaster Instructor will perform all duties required of a Loadmaster Instructor on a flight with an LUI.

2. Evaluator Check Flight

a. Purpose. Qualify a loadmaster as a NATOPS Evaluator.

b. Flight Training (1 Sortie, 4.0 Hours)

EV CHK-510 4.0 C,R 1 ACFT

Goal. Qualify a loadmaster as a NATOPS Evaluator on the C-9B aircraft.

Requirement. The Loadmaster being evaluated will display the maturity, integrity, and knowledge of the aircraft required to conduct a NATOPS evaluation.

360. ORDNANCE REQUIREMENTS. Not applicable.

| AIRCRAFT: C-9B | | CREW POSITION: LOADMASTER | | | | | | |
|--|---------------------------|---------------------------|-------------------|-----|------|---|---|----------|
| STAGE | FLIGHT#/ TRAINING CODE | HRS | REFLY INTERVAL | MRP | C | R | E | REMARKS |
| MISSION CAPABLE TRAINING | | | | | | | | |
| FAM | 100 | 4.0 | * | | 4.0 | x | x | 1 ACFT |
| CPL | 110 | 4.0 | | | 0.5 | x | | 1 ACFT |
| | 111 | 4.0 | * | | 0.5 | | | 1 ACFT |
| | 112 | 4.04.0 | * | * | 0.5 | | x | 1 ACFT |
| | 113 | 4.0 | * | | 0.5 | x | x | 1 ACFT |
| | 114 | 4.0 | * | | 1.0 | x | x | 1 ACFT |
| | 115 | 4.0 | * | | 1.0 | x | x | 1 ACFT |
| | 116 | 4.0 | * | | 1.0 | x | x | 1 ACFT |
| | 117 | 4.0 | * | | 1.0 | X | X | 1 ACFT |
| VIP | 120 | 4.0 | * | | 3.0 | x | | 1 ACFT |
| | 121 | 4.0 | * | | 3.0 | x | | 1 ACFT |
| | 122 | 4.0 | * | | 3.0 | x | x | 1 ACFT |
| NATOPS CK | 130 | 4.0 | C | | 14.0 | x | x | x 1 ACFT |
| | 140 | N/A | C | | | x | x | 1 ACFT |
| MISSION READY TRAINING | | | | | | | | |
| CPL | 200 | 6.0 | C | | 5.0 | x | | 1 ACFT |
| | 201 | 6.0 | C | | 5.0 | x | x | x 1 ACFT |
| | 210 | N/A | C | | | x | x | 1 ACFT |
| MISSION QUALIFICATION TRAINING | | | | | | | | |
| FAM | 300 | 3.0 | C | | 5.0 | x | | 1 ACFT |
| | 301 | 3.0 | C | | 5.0 | x | | 1 ACFT |
| | 302 | 3.0 | C | | 5.0 | x | x | x 1 ACFT |
| | 310 | N/A | C | | | x | x | 1 ACFT |
| FULL-MISSION QUALIFICATION TRAINING | | | | | | | | |
| CPL | 400 | 5.0 | C | | 2.5 | x | x | 1 ACFT |
| | 401 | 5.0 | C | | 2.5 | x | x | 1 ACFT |
| LMX | 410 | 5.0 | C | | 10.0 | x | x | x 1 ACFT |
| INSTRUCTOR UNDER TRAINING | | | | | | | | |
| IUT | 500 | 3.0 | C | | | x | x | 1 ACFT |
| | 501 | 3.0 | C | | | x | x | 1 ACFT |
| | 502 | 3.0 | C | | | x | x | x 1 ACFT |
| EV CHK | 510 | 4.0 | C | | | | x | x 1 ACFT |

Figure 3-1. Loadmaster Refly Interval, Mission Readiness Percentage.

LOADMASTER FLIGHT UPDATE CHAINING

| <u>STAGE</u> | <u>FLIGHT</u> | <u>FLIGHTS UPDATED</u> |
|--------------|---------------|--------------------------------------|
| CPL | 200 | |
| | 201 | 200 |
| | 210 | 200,201 |
| FAM | 300 | |
| | 301 | 300 |
| | 302 | 200,201,210,300,301 |
| | 310 | 300,301,302 |
| CPL | 400 | |
| | 401 | 400 |
| LMX | 410 | 200,201,210,300,301, 302,310,400,401 |
| IUT | 500 | |
| | 501 | |
| | 502 | |
| EV CHK | 510 | |

Figure 3-2. Loadmaster Flight Update chaining.

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CHAPTER 4

C-9 FLIGHT ATTENDANT

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*** *NOTE* ***

Aircrew coordination will be briefed for all flights and aircrew positions.

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CHAPTER 1

C-9B PILOT

400. PROGRAMS OF INSTRUCTION (P01) FOR BASIC AND REFRESHER FLIGHT ATTENDANT

| <u>WEEKS</u> | <u>COURSE</u> | <u>ACTIVITY</u> |
|--------------|-----------------|-----------------|
| 1-4 | Ground Training | SOBS |
| 5-16 | Flight Training | SOES |

401. INSTRUCTOR UNDER TRAINING

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|---------------------|-----------------|
| 1 | Flight Training | SOBS |

410. GROUND TRAINING COURSES OF INSTRUCTION

| <u>COURSE</u> | <u>ACTIVITY</u> |
|-------------------|-------------------|
| Water Survival | NAWSTP Facility |
| Flight Physiology | MCAS Cherry Point |

411. SQUADRON LEVEL TRAINING

Emergency Procedures
 Preflight/Postflight Procedures
 Passenger Handling
 Personal Flying Equipment Requirements
 Ground Support Equipment/Serviceing
 NATOPS Open and Closed Book Examination
 Aircraft Limitations and Descriptions
 Flight Attendant Responsibilities
 Crew Coordination

420. FLIGHT TRAINING FOR BASIC AND REFRESHER FLIGHT ATTENDANT1. Mission Capable Training

| <u>STAGE</u> | <u>SORTIES</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-------------------------------|----------------|--------------|----------------|
| Basic Qualification | | | 25.0 |
| Familiarization | 1 | 4.0 | 5.0 |
| Flight Attendant Procedures | 2 | 10.0 | 5.0 |
| Passenger Handling Procedures | 2 | 10.0 | 5.0 |
| VIP Procedures | 2 | 10.0 | 10.0 |
| NATOPS Check | 1 | 4.0 | 10.0 |
| Total | 6 | 38.0 | 60.0 |

2. Mission Ready Training

| <u>STAGE</u> | <u>SORTIES</u> | <u>HOURS</u> | <u>PERCENT</u> |
|----------------------|----------------|--------------|----------------|
| Overwater Procedures | 2 | 10.0 | 10.0 |

4-3

3. Mission Qualification Training

| <u>STAGE</u> | <u>SORTIES</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-----------------------|----------------|--------------|----------------|
| Loadmaster Procedures | 2 | 10.0 | 15.0 |

4. Full-Mission Qualification Training

| <u>STAGE</u> | <u>SORTIES</u> | <u>HOURS</u> | <u>PERCENT</u> |
|---|----------------|--------------|----------------|
| Cargo Loading Procedures | 2 | 10.0 | 15.0 |
| Total for Basic and Refresher Flight Attendant | 14 | 68.0 | 100.0 |

421. FLIGHT TRAINING FOR INSTRUCTOR UNDER TRAINING

| <u>STAGE</u> | <u>SORTIES</u> | <u>HOURS</u> |
|--------------|----------------|--------------|
| IUT-500 | 1 | 4.0 |

430. SIMULATOR TRAINING. Not applicable.440. FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS

1. The time required to train a C-9 flight attendant will vary depending on background of individual. Personnel under instruction come from any MOS in the squadron. Training will be adapted accordingly. Training will be accomplished in conjunction with operational flights.

2. Minimum crew for all sorties of this syllabus shall consist of plot, copilot, crew chief, loadmaster instructor/flight attendant instructor and Flight Attendant Under Instruction FAUI).

441. MISSION CAPABLE TRAINING1. Familiarization

a. Purpose. To acquaint the trainee with the C-9 aircraft, the duties of the flight attendant and the responsibilities during an emergency situation.

b. Flight Training (1 Sortie, 4.0 Hours)

| | | |
|----------------|------------|-----------------|
| <u>FAM-100</u> | <u>4.0</u> | <u>R 1 ACFT</u> |
|----------------|------------|-----------------|

Goal. Emergency response drill.

Requirement. The FAUI will demonstrate proper response to the following emergencies; rapid decompression/emergency descent, fuselage fire, smoke and fumes elimination, door warning in-flight, crash landing/ditching. The FAUI demonstrates use and refilling of walk around oxygen bottles and location and use of all emergency equipment.

2. Flight Attendant Procedures

a. Purpose. To qualify a trainee as a flight attendant (PA) with emphasis on adherence to NATOPS procedures, operation of aircraft equipment and all duties and procedures required of a qualified flight attendant.

b. Flight Training (2 Sorties, 10.0 Hours)

FA-110 5.0 R 1 ACFT

Goal. Cabin facilities introduction.

Requirement. FAUI will be instructed in the following areas by a qualified flight attendant. Preflight responsibilities of the flight attendant, operation of heads, coffee makers, freezer, refrigerator and ovens, duties of the flight attendant during the flight and postflight duties. Review all material covered during ground training phase.

FA-111 5.0 R 1 ACFT

Goal. Progress check.

Requirement. PAUI will demonstrate his ability to satisfactorily perform the duties taught in PAM-iQO and FAN-i 10.

3. Passenger Handling Procedures

a. Purpose. To instruct an FAUI in proper procedures of passenger handling.

b. Flight Training (2 Sorties, 10.0 Hours)

CPL-120 5.0 R 1 ACFT

Goal. PAUI will be instructed on flight attendant responsibilities on a passenger flight.

Mission. Areas to be introduced will include: passenger and baggage handling; responsibilities on turn arounds; handling, storing, preparing, and serving in-flight meals and RON procedures. Review previously covered material as necessary.

CPL-121 5.0 R 1 ACFT

Goal. Progress check.

Requirements. FAUI will demonstrate proficiency of material covered in CPL-120.

4. VIP Procedures

a. Purpose. To instruct an FAUI in the proper procedures when carrying "Code 7" and above.

b. Flight Training (2 Sorties, 10.0 Hours)

VIP-1305.0R 1 ACFT

Goal. FAUI will be instructed on flight attendants responsibilities on a VIP flight.

Requirement. Areas to be introduced will include: procedures during the flight and appearance during the flight. Review previously covered material as necessary.

VIP-1315.0R 1 ACFT

Goal. Progress check.

Requirement. FAUI will demonstrate proficiency of material covered in VIP-130.

5. NATOPS Check

a. Purpose. To qualify an FAUI for continuation of training on the C-9 aircraft.

b. Flight Training (1 Sortie, 4.0 Hours)

FA CHK-1404.0R 1 ACFT

Goal. Evaluation flight.

Requirement. FAUI will successfully complete a flight evaluation administered by a designated NATOPS flight attendant evaluator. All phases of training will be covered with particular attention given to NATOPS and emergency procedures.

Prerequisite. NATOPS open and closed book examinations.

442. MISSION READY TRAINING

1. Purpose. To instruct an FAUI in procedures required when flying overwater.

2. Flight Training (2 Sorties, 10.0 Hours)

CPL-2005.0R 1 ACFT

Goal. FAUI will be instructed on procedures required of flight attendant on transoceanic flights.

CPL-2015.0R 1 ACFT

Goal. Progress check.

Requirement. FAUI will demonstrate proficiency of material covered in CPL-120.

443. MISSION QUALIFICATION TRAINING

1. Purpose. To acquaint an FAUI with the loadmaster procedures required for loading cargo aboard the aircraft.

450

2. Flight Training (2 Sorties, 10.0 Hours)

FAM-300 5.0 R 1 ACFT

Goal. Servicing introduction and review of previous instruction.

Requirement. FAUI will be instructed in the following areas by a qualified loadmaster. Servicing of heads to include maintenance of servicing carts and a review of holding tank capabilities of the aircraft, servicing of fresh water cart and capacities of the holding tank of aircraft. Review previously covered material as necessary.

FAM-301 5.0 R 1 ACFT

Goal. Progress check.

Requirement. FAUI will demonstrate use and knowledge of FAM-300.

444. FULL-MISSION QUALIFICATION TRAINING

1. Purpose. To acquaint an FAUI with the procedures required for loading cargo aboard the aircraft and fully qualify FAUI for designation as a flight attendant.

2. Flight Training (2 Sorties, 10.0 Hours)

CPL-400 5.0 R 1 ACFT

Goal. Flight attendant responsibilities on a cargo flight.

Requirement. PAUL will be instructed on the following equipment uses: ball decking, conveyor assembly, pallets, restraints, "brown" lines, tiedown devices and handling of cargo in cargo areas. PAUL should assist in two aircraft reconfigurations, one for an 89 seat configuration and one for a 65+2. Review previously covered material as necessary.

CPL-401 5.0 R E 1 ACFT

Goal. Progress check.

Requirement. FAUI will demonstrate proficiency on actual cargo flight of material covered in CPL-400.

450. INSTRUCTOR AND SPECIAL FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS1. Instructor Under Training (IUT)

a. Purpose. To qualify a flight attendant as a flight attendant instructor.

b. Flight Training (1 Sortie, 4.0 Hours)

4-7

IUT-5004.0R E 1 ACFTGoal. Instructor qualification.Requirement. Flight attendant will demonstrate knowledge of all NATOPS Flight Attendant procedures and capability of instructing an FAUI.Prerequisite. NATOPS open and closed book examinations.460. ORDNANCE REQUIREMENTS. Not applicable.

AIRCRAFT: C-9 MOS: 60Xx CREW POSITION: FLIGHT ATTENDANT

| STAGE | FLIGHT TRAINING CODE | HRS | REFLY INTERVAL | MRP | T | C | R | E | REMARKS |
|---|-------------------------|-----|-------------------|------|---|---|---|---|---------|
| MISSION CAPABLE TRAINING | | | | | | | | | |
| FAM | 100 | 4.0 | B | 5.0 | | | x | | 1 ACFT |
| FA | 110 | 5.0 | B | 2.5 | | | x | | 1 ACFT |
| | 111 | 5.0 | B | 2.5 | | | x | | 1 ACFT |
| CPL | 120 | 5.0 | B | 2.5 | | | x | | 1 ACFT |
| | 121 | 5.0 | B | 2.5 | | | x | | 1 ACFT |
| VIP | 130 | 5.0 | B | 5.0 | | | x | | 1 ACFT |
| | 131 | 5.0 | B | 5.0 | | | x | | 1 ACFT |
| RA CHK | 140 | 4.0 | B | 10.0 | | | x | | 1 ACFT |
| MISSION READY TRAINING | | | | | | | | | |
| CPL | 200 | 5.0 | B | 5.0 | | | x | | 1 ACFT |
| | 201 | 5.0 | B | 5.0 | | | x | | 1 ACFT |
| MISSION QUALIFICATION TRAINING | | | | | | | | | |
| RAM | 300 | 5.0 | B | 7.5 | | | x | | 1 ACFT |
| | 301 | 5.0 | B | 7.5 | | | x | | 1 ACFT |
| FULL-MISSION QUALIFICATION TRAINING | | | | | | | | | |
| CPL | 400 | 5.0 | B | 7.5 | | | X | | 1 ACFT |
| | 401 | 5.0 | B | 7.5 | | | x | x | 1 ACFT |
| INSTRUCTOR AND SPECIAL FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS | | | | | | | | | |
| IUT | 500 | 4.0 | B | | | | x | x | 1 ACFT |

Figure 4-1.--C-9 Flight Attendant Refly Interval, Mission Readiness Percentage

FLIGHT ATTENDANT FLIGHT UPDATE CHAINING

| <u>STAGE</u> | <u>SORTIES</u> | <u>SORTIES UPDATED</u> |
|--------------|----------------|------------------------|
| CPL | 200 201 | 200 |
| FAM | 300 301 | 300 |
| CPL | 400 401 | 200,201 200,201,400 |

Figure 4-1.--C-9 Flight Attendant Flight Update Chaining

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****NOTE****

Aircrew coordination will be briefed for all flights and aircrew positions.

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CHAPTER 5

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500. PROGRAMS OF INSTRUCTION501. BASIC, TRANSITION, CONVERSION, AND REFRESHER PILOT

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|---------------------------------------|-----------------|
| 1 | Ground School (Squadron) | SOES |
| 2 | Cockpit Procedures (Flight Simulator) | SOES |
| 3-5 | Flight Training | SOES |

502. INSTRUCTOR UNDER TRAINING

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|---------------------|-----------------|
| 1 | Flight Training | SOES |

510. GROUND TRAINING511. COURSE OF INSTRUCTION

Simulator Instruction Flight Safety Intl.

512. FLIGHT SIMULATOR TRAINING

| <u>TRAINER</u> | <u>EVENTS</u> | <u>HOURS</u> |
|-----------------|---------------|--------------|
| Familiarization | 3 | 12 |

513. SQUADRON LEVEL TRAINING

Orientation
 Local Course Rules
 Preflight Inspection
 Cockpit Familiarization and Coordination
 Start Taxi/Shutdown Procedures
 Thrust Reverses Operation/Takeoff Aborts
 Preflight Inspection
 Operation of Flight Director/COM/NAV Equipment
 Instrument Systems and Malfunctions
 NATOPS Open/Close Book Exams

520. FLIGHT TRAINING521. BASIC, TRANSITION, CONVERSATION AND REFRESHER PILOT

1. Mission Capable Training

| <u>STAGE</u> | <u>SORTIES</u> | | <u>HOURS</u> | <u>PERCENT</u> |
|-------------------------------------|----------------|-------------|--------------|----------------|
| Basic Qualification | 3 | | 12.0 | 25.0 |
| Familiarization and Instruments. | 4 | | 8.0 | 20.0 |
| Night Familiarization | 1 | | 2.0 | 5.0 |
| Copilot Familiarization | 1 | | 2.0 | 4.0 |
| Copilot Check (NATOPS Check Flight) | <u>1</u> | | <u>2.0</u> | <u>6.0</u> |
| Total | 10 | 26.0 | 60.0 | |

2. Mission Ready Training

| <u>STAGE</u> | <u>SORTIES</u> | | <u>HOURS</u> | <u>PERCENT</u> |
|----------------|----------------|------------|--------------|----------------|
| Copilot Review | 1 | | 2.0 | 4.0 |
| Copilot Check | <u>1</u> | | <u>2.0</u> | <u>6.0</u> |
| Total | 2 | 4.0 | 10.0 | |

3. Mission Qualification Training

| <u>STAGE</u> | <u>SORTIES</u> | | <u>HOURS</u> | <u>PERCENT</u> |
|-----------------|----------------|------------|--------------|----------------|
| TPC Route Check | 2 | | 4.0 | 10.0 |
| TPC Review | <u>1</u> | | <u>2.0</u> | <u>5.0</u> |
| Total | 3 | 6.0 | 15.0 | |

4. Full Mission Qualification Training

| <u>STAGE</u> | <u>SORTIES</u> | | <u>HOURS</u> | <u>PERCENT</u> |
|--|----------------|-------------|--------------|----------------|
| TPC Check Flight | 1 | | 2.0 | 15.0 |
| Total for Basic, Transition, Conversion and Refresher Pilot | 16 | 39.0 | 100.0 | |

522. INSTRUCTOR UNDER TRAINING

| <u>STAGE</u> | <u>SORTIES</u> | <u>HOURS</u> |
|----------------------|----------------|--------------|
| Familiarization | 1 | 2.0 |
| IUT Check Flight | <u>1</u> | <u>2.0</u> |
| Total for IUT | 2 | 4.0 |

530. SIMULATOR TRAINING

1. Purpose. To familiarize all pilots with the CT-39 normal cockpit procedures, crew coordination, systems operation and limitations, emergency procedures and to introduce instrument flight procedures.

SFAM/INST-100 3.0 2F5

Goal. Normal procedures introduction.

Requirement. Preflight briefing and completion of TOLD card. Cockpit orientation, using GPU for start. Takeoff checks, normal takeoff and climb to altitude. Steep turns, approached

to stalls and unusual attitudes, fuel systems management, electrical problems. Normal descent, turbulence penetration and ice protection management. VOR/DME holding and approaches, normal landings. Debriefing.

SEAM/INST-101 3.0 2F5

Goal. Introduce emergency procedures.

Requirement. Battery start and start malfunction, Takeoff, engine failure at Vr. Single engine ILS approach and landing above landing weight limits. Engine failure between Vi and Vr single engine climb, normal relight. Climb to altitude, maximum cruise speed. Review turbulence penetration. Inverter failures flight instrument failures, cabin pressure failure, emergency descent. Arrival clearance. ADF approach, missed approach, with runaway horizontal stabilizer. Circle for landing and engine fire during landing roll. Debriefing.

SFAM/INST-102 3.0 2F5

Goal. Continue emergency procedures responses and approaches.

Requirement. Battery start (hot start). Aborted takeoff engine fire before V1. Takeoff from high altitude airport, 6,000 feet, and noise abatement procedures with departure clearance, climb to EL390. Review system malfunction. Long range cruise procedures at FL390. Aft fuselage overheat and emergency descent to 5,000 feet AGL. VOR holding, generator failure, ILS approach to minimums. Flight director computer failed. Missed approach. Proceed to alternate (100 miles enroute). Turbine overheat and loss of remaining generator. Double generator failure and systems lost. Single engine ILS and landing. Debriefing.

540. FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS

1. The time required to train a CT-39 pilot from transport third pilot (T3P) to transport plane commander (TPC) will vary depending on previous pilot experience. Training beyond T3P is usually accomplished in conjunction with operational flights.
2. Minimum crew shall consist of an instructor pilot (IP), pilot under instructor (PUI) and crew chief (CC) for all training in this syllabus.
3. Pilots under instruction will be in the left seat for all flights unless otherwise noted in the syllabus.

541. MISSION CAPABLE TRAINING

1. Familiarization and Instruments

a. Purpose. To instruct in aircraft ground handling, VFR and IFR flight characteristics and limitations with emphasis on instrument flight procedures and proper response to aircraft emergency situations.

b. Flight Training (4 Sorties, 8.0 Hours)

FAM/INST-100 2.0 T,C,R 1 A/C

Goal. Introduce CT-39.

Requirement. Brief control of aircraft, control during actual emergency, use of checklist, external and internal preflight. Introduce takeoff data card computations and airspeed bug settings, takeoff sequence and procedures including required crew items. Review engine start procedures, taxi, runup, abort takeoff, normal takeoff and basic airwork. Introduce VOR/TACAN positioning, holding and approach utilizing flight director. Conduct touch-and-go landings and normal full stop landing with thrust reversers.

FAM/INST-101 2.0 T,C,R 1 A/C

Goal. Introduce expanded flight envelope maneuvers and continue approach practice.

Requirement. Review items covered during FAM/INST-100 emphasis on using flight director. Demonstrate and introduce stick shaker (clean and landing configuration). Introduce emergency descent and when one would be used. Continue practice approaches, touch-and-go landings and normal full stop landing with full thrust reversers.

FAM/INST-102 2.0 T,C,R 1 A/C

Goal. Review items covered on FAM/INST-100/101

Requirement. PUI complete takeoff data card, to include critical field length computations. Brief loss of engine on takeoff (single engine loss during climb 500 feet AGL or above), and VIP briefings/procedures. Introduce ILS approaches utilizing flight director and autopilot. Practice front course/backcourse approaches. Demonstrate short field approach to full stop landing. Practice single engine pattern to single thrust reverser full stop. Full stop landing using emergency brakes without thrust reversers.

FAM/INBT-103 2.0 T,C,R 1 A/C

Goal. Review emergency procedures and instrument approaches.

Requirement. Review FAM/INST-100 through FAM/INST-102. Brief takeoff and landing emergencies. Fuel system malfunctions, engine oil system failure, electrical system failure and autopilot system malfunctions. Continue practice approaches including raw data front course/back course approach. Continue practice landings with/without thrust reversers.

2. Night Familiarization

a. Purpose. To become proficient in night operations and in handling emergencies at night.

b. Flight Training (1 Sortie, 2.0 Hours)

542

NFAM-110

2.0

T,C,R 1 A/c N

Goal. Review familiarization maneuvers at night.

Requirement. Brief all normal and emergency lighting available, loss of AC and DC electrical power. Practice instrument approaches and holding and touch-and-go landings as necessary.

3. Copilot Familiarization

a. Purpose. To instruct the PUI in the responsibilities and functions of the pilot flying from the right seat.

b. Flight Training (1 Sortie, 2.0 Hours)

FAM-120

2.0

T,C,R 1 A/C

Goal. Introduce copilot responsibilities to PUI.

Requirement. PUI in right seat to perform duties of copilot; includes proper response to indicate emergencies; proper radio procedures, right seat instrument approaches and landings. Demonstrate ability to make normal full stop landing and taxi from the runway.

4. Copilot Check (NATOPS Check Flight)

a. Purpose. To qualify the PUI as copilot (T3P) for operational flights in the CT-39 aircraft.

b. Flight Training (1 Sortie, 2.0 Hours)

T3P CHK-130

2.0

T,C,R 1 A/C

Goal. Evaluate the copilot's performance as a T3P.

Requirement. PUI to demonstrate the ability to meet NATOPS qualification per NATCPS evaluation criteria. The flight evaluation is designed to measure, with the maximum objectivity, the degree of standardization demonstrated by the PUI to ensure safety of flight.

Prerequisite: NATOPS open and close book examinations.

542. MISSION READY TRAINING

1. Copilot Review

a. Purpose. To prepare T3P copilot for qualification as a T2P copilot.

b. Flight Training (1 Sortie, 2.0 Hours)

FAM/INST-200

2.0

T,C,R 1 A/C

Goal. Review and perform emergency procedures and check pilot reactions in abnormal flight situations.

Requirement. T3P in right seat to perform duties of copilot (T2P). Review preflight/start/taxi crew briefing and items

covered on previous flights. Emphasize emergency procedures and abnormal situations. Crew T3P/IP/CC

2. Copilot Check (T2P)

a. Purpose. To ensure adequate progress toward upgrade to TPC and qualify the T3P as a T2P for operational flights in the CT-39.

b. Flight Training (1 Sortie, 2.0)

T2P CHK-210 2.0 T,C,R E 1 A/C

Goal. T2P evaluation.

Requirement. T3P will demonstrate the ability to meet The NATOPS evaluation criteria. Check ride is designed to measure the ability of the T3P to handle the aircraft under normal and abnormal circumstances. Crew: T3P/IP/CC.

Prerequisite: NATOPS open and close book examinations.

543. MISSION QUALIFICATION TRAINING

1. TPC Route Check

a. Purpose. To conduct a route check flight prior to upgrade to TPC.

b. Flight Training (1 Sortie, 4.0 Hours)

FAM/INST-300 4.0 T,C,R 1 A/C

Goal. Extending operations procedures review.

Requirement. T2P will demonstrate the ability to manage a crew and aircraft away from home station. Flight must include a RON. Crew: T2P/IP/CC.

2. TPC REVIEW

a. Flight Training (1 Sortie, 2.0 Hours)

TPC310 2.0 T,C,R 1 A/C

Goal. Review all previous instructions.

Requirement. Review all CT-39 procedures, normal and emergency. Demonstrate ability to lead and coordinate crew actions during emergencies. Crew: T2P/IP/CC.

544. FULL-MISSION QUALIFICATION TRAINING

1. Purpose. To upgrade T2P pilot to transport plane commander.

2. Flight Training (1 Sortie, 2.0 Hours)

TPC CHK-400 2.0 T,C,R E 1 A/C

Goal. Transport plane commander check.

560

Requirement. T2P to demonstrate ability to meet NATOPS evaluation criteria for TPC. Flight designed to measure with maximum objectivity, the knowledge and abilities of the T2P.

Crew: T2P/IP/CC. Perquisite: NATOPS open and close book examinations.

550. INSTRUCTOR AND SPECIAL FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS

551. INSTRUCTOR UNDER TRAINING

a. Purpose. To standardize pilots in procedures for the CT-39 aircraft.

b. Flight Training (1 Sortie, 2.0 Hours)

FAM500 2.0 1 A/C

Goal. Introduce FAM/INST maneuvers instruction techniques.

Requirement. IUT in right seat will practice all maneuvers introduced in previous instruction, demonstrate ability to perform all maneuvers in a standard manner, and to recognize and correct common student errors. Crew: IUT/IP/CC

2. IUT Check Flight

a. Purpose. To qualify IUT as an instructor pilot for the CT-39 aircraft.

b. Flight Training (1 Sortie, 2.0 Hours)

IUT CHK-510 2.0 1 A/C

Goal. Demonstrate instructional capability.

Requirement. IUT in right seat will review items covered in FAM500 and demonstrate the requisite instructional ability and standardization expected of an instructor pilot. Crew: IUT/IP/CC. Prerequisite: NATOPS open and closed book examinations.

560. ORDNANCE REQUIREMENTS. Not applicable.

AIRCRAFT: CT-39

MOS: 7559

CREW POSITION:PILOT

| FLIGHT | | HRS | REFLY | | MRP | T | C | R | E | REMARKS |
|-------------------------------------|---------------|-----|----------|------|-----|---|---|---|---|---------|
| STAGE | TRAINING CODE | | INTERVAL | | | | | | | |
| MISSION CAPABLE TRAINING | | | | | | | | | | |
| FAM/INST | 100 | 2.0 | + | 5.0 | X | X | X | | | |
| | 101 | 2.0 | * | 5.0 | x | x | x | | | |
| | 102 | 2.0 | * | 5.0 | x | x | x | | | |
| | 103 | 2.0 | * | 5.0 | x | x | x | | | |
| NFAM | 110 | 2.0 | * | 5.0 | x | x | x | | | |
| FAM | 120 | 2.0 | * | 4.0 | x | x | x | | | |
| T3P CHK | 130 | 2.0 | * | 6.0 | x | x | x | | | |
| MISSION READY TRAINING | | | | | | | | | | |
| FAM/INST | 200 | 2.0 | * | 4.0 | x | x | x | | | |
| T2P CHK | 210 | 2.0 | C | 6.0 | x | x | x | x | | |
| MISSION QUALIFICATION TRAINING | | | | | | | | | | |
| FAM/INST | 300 | 4.0 | C | 10.0 | X | X | X | | | |
| TPC | 310 | 2.0 | * | 5.0 | x | x | x | | | |
| FULL-MISSION QUALIFICATION TRAINING | | | | | | | | | | |
| TPC CHK | 400 | 2.0 | C | 15.0 | x | x | x | x | | |
| INSTRUCTOR UNDER TRAINING | | | | | | | | | | |
| FAM CHK | 500 | 2.0 | * | | x | x | x | | | |
| IUT CHK | 510 | 2.0 | * | | x | x | x | | | |

Figure 5-1.--MOS 7559 Refly Interval, Mission Readiness Percentage.

PILOT FLIGHT UPDATE CHAINING

| <u>STAGE</u> | FLIGHT | FLIGHTS UPDATED |
|--------------|---------------|------------------------|
| FAM/INST | 200 | |
| T2P CHK | 210 | 200 |
| FAM/INST | 300 | 200,210 |
| TPC | 310 | 200,210 |
| TPC CHK | 400 | 200,210,310 |

Figure 5-2.--MOS 7559 Flight Update Chaining.

T&R MANUAL, VOLUME 4

CHAPTER 6

CT-39 CREW CHIEF

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* *NOTE* *

Aircrew coordination will be briefed for all flights and aircrew positions.

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CHAPTER 6

CT-39 CREW CHIEF

600. PROGRAMS OF INSTRUCTION601. BASIC, TRANSITION, CONVERSION, AND REFRESHER CREW CHIEF

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|---------------------|-----------------|
| 1-4 | Ground Training | MCAS |
| 5-12 | Flight Training | MCAS |

610. GROUND TRAINING611. COURSE OF INSTRUCTION

| <u>COURSE</u> | <u>ACTIVITY</u> |
|-----------------------|-----------------|
| Simulator Instruction | Flight Safety |

Intl.

612. FLIGHT SIMULATOR TRAINING

| <u>TRAINER</u> | <u>EVENTS</u> | <u>HOURS</u> |
|-----------------|---------------|--------------|
| Familiarization | 4 | 20.0 |

613. SQUADRON LEVEL TRAINING

Orientation
 Local Course Rules/Exams (NATOPS)
 Preflight Inspection/Servicing
 Cockpit FAM/PAX Brief
 Auxiliary Power Unit Operation
 Emergency Procedures
 Weight and Balance
 NATOPS Open/Close Book Examinations

620. FLIGHT TRAINING621. BASIC, TRANSITION, CONVERSION AND REFRESHER CREW CHIEF1. Mission Capable Training

| <u>STAGE</u> | <u>SORTIES</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-------------------------------|----------------|--------------|----------------|
| Simulator Training (Optional) | 4 | 20.0 | 25.0 |
| Familiarization | <u>10</u> | <u>15.0</u> | <u>35.0</u> |
| Total | 14 | 35.0 | 60.0 |

6-3

2. Mission Ready Training

| <u>STAGE</u> | <u>SORTIES</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-----------------|----------------|--------------|----------------|
| Familiarization | 8 | 12.0 | 10.0 |

3. Mission Qualification Training

| <u>STAGE</u> | <u>SORTIES</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-------------------|----------------|--------------|----------------|
| Crew Chief Review | 8 | 12.0 | 15.0 |

4. Full-Mission Qualification Training

| <u>STAGE</u> | <u>SORTIES</u> | <u>HOURS</u> | <u>PERCENT</u> |
|---------------------|----------------|--------------|----------------|
| NATOPS Check Flight | 3 | 4.5 | 15.0 |

| | | | |
|--------------|-----------|-------------|--------------|
| Total | 33 | 63.5 | 100.0 |
|--------------|-----------|-------------|--------------|

630. SIMULATOR TRAINING (OPTIONAL) . To familiarize all crew chiefs with the CT-39 normal cockpit procedures, crew coordination, systems operations and limitations, emergency procedures and to introduce instrument flight procedures and VFR scan patterns. Flights duplicate those outlined in CT-39 pilot simulator training.

SFAM/INST-100 3.0 2F5

Goal. Normal procedures introduction.

Requirement. Preflight briefing and completion of TOLD card. Cockpit orientation, using GPU for start. Takeoff checks, normal takeoff and climb to altitude. Steep turns, approached to stalls and unusual attitudes, fuel systems management, electrical problems. Normal descent, turbulence penetration and ice protection management. VOR/DME holding and approaches, normal landings. Debriefing.

SFAM/INST-101 3.0 2F5

Goal. Introduce emergency procedures.

Requirement. Battery start and start malfunction, takeoff, engine failure at Vr. Single engine ILS approach and landing above landing weight limits. Engine failure between V1 and Vr single engine climb, normal relight. Climb to altitude, maximum cruise speed. Review turbulence penetration. Inverter failures flight instrument failures, cabin pressure failure, emergency descent. Arrival clearance. ADF approach, missed approach, with runaway horizontal stabilizer. Circle for landing and engine fire during landing roll. Debriefing.

SFAM/INST-102 3.0 2F5

Goal. Continue emergency procedures responses and approaches.

Requirement. Battery start (hot start). Aborted takeoff engine fire before V1. Takeoff from high altitude airport,

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6,000 feet, and noise abatement procedures with departure clearance, climb to FL390. Review system malfunction. Long range cruise procedures at FL390. Aft fuselage overheat and emergency descent to 5,000 feet AGL. VOR holding, generator failure, ILS approach to minimums. Flight director computer failed. Missed approach. Proceed to alternate (100 miles enroute). Turbine overheat and loss of remaining generator. Double generator failure and systems lost. Single engine ILS and landing. Debriefing.

640. FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS

1. General. The time required to train a CT-39 crew chief will vary depending on previous experience. All training will be conducted in conjunction with operational flights, test flights, and/or pilot training flights.

2. Prerequisite. Minimum crew will consist of a transport plane commander, copilot, crew chief instructor (CCI), and crew chief under instruction (CCUI)

641. MISSION CAPABLE TRAINING

1. Use. To familiarize the CCUI with the CT-39 aircraft. Instruction will emphasize adherence to NATOPS procedures, operation of aircraft systems, and aircraft servicing.

2. Flight Training (10 Sorties, 15.0 Hours)

FAM-100 1.5 T,C,R 1 A/C

Goal. Airliner introduction.

Requirement. CCUI is to conduct a thorough preflight under supervision. He should gain a thorough understanding of engine starting, performance during takeoff, cruise, descent, landing and shutdown. CCUI conducts postflight inspection, cleaning and servicing of the aircraft. Crew: TPC/CP/CCI/CCUI.

FAM-101 1.5 T,C,R 1 A/C

Goal. Review previous instruction and introduce fuel system. Crew: TPC/CP/CCI/CCUI.

FAM-102 1.5 T,C,R 1 A/C

Goal. Review previous instruction and introduce DC electrical system. Crew: TCP/CP/CCI/CCUI.

FAM-103 1.5 T,C,R 1 A/C

Goal. Review all previous instruction and introduce AC electrical system. Crew: TCP/CP/CCI/CCUI.

FAM-104 1.5 T,C,R 1 A/C

Goal. Introduce main hydraulic system and review previous instruction. Crew: TCP/CP/CCI/CCUI.

FAM-1051.5T,C,R 1 A/c

Goal. Introduce auxiliary hydraulic system and previous instruction as necessary. Crew: TPC/CP/CCI/CCUI.

FAM-1061.5T,C,R 1 A/c

Goal. Review previous instruction and introduce the oxygen system. Crew: TCP/CP/CCI/CCUI.

FAM-1071.5T,C,R 1 A/C

Goal. Review all previous instruction and introduce the fire warning system. Crew: TCP/CP/CCI/CCUI.

FAM-1081.5T,C,R 1 A/C

Goal. Introduce pressurization system and review previous instruction. Crew: TCP/CF/CCI/CCUI.

FAM-1091.5T,C,R 1 A/C

Goal. Review all systems. Crew: TCP/CP/CCI/CCUI.

642. MISSION READY TRAINING

1. Purpose. To instruct the CCUI on the CT-39 in-flight procedures, limitations, forms, flight publications and emergency procedures.

2. Flight Training (8 Sorties, 12.0 Hours)

FAM-2001.5T,C,R 1 A/C

Goal. Introduce engine limitations. Crew: TCP/CP/CCI/CCUI.

FAM-2011.5T,C,R 1 A/C

Goal. CCUI will demonstrate a knowledge of all flight limitations. Crew: TCP/CP/CCI/CCUI.

FAM-2021.5T,C,R 1 A/C

Goal. CCUI will demonstrate proficiency in the hydraulic system limitations. Crew: TCP/CP/CCI/CCUI.

FAM-2031.5T,C,R 1 A/C

Goal. Review FAM-200 through FAM-202. Crew: TCP/CP/CCI/CCUI.

FAM-2041.5T,C,R 1 A/C

Goal. Review all previous instruction. Emphasize emergency

procedures. Crew: TCP/CP/CCI/CCUI.

FAM-2051.5T,C,R 1 A/C

Goal. Review all previous instruction. Emphasize all previous instruction. Crew: TCP/CP/CCI/CCUI.

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FAM-206 1.5 T,C,R 1 A/C

Goal. Review emergency procedures (all types) . CCUI will demonstrate a capability to maintain all logs and complete all flight forms. Crew: TCP/CP/CCI/CCUI.

FAM-207 1.5 T,C,R 1 A/C

Goal. Trainee will be familiarized in the use of all Flight publications used in the CT-39. Crew: TCP/CP/CCI/CCUI.

643. MISSION QUALIFICATION TRAINING

1. Purpose. To review all 100 and 200 series sorties leading to a turnup license and a NATOPS check.

2. Flight Training (8 Sortie, 12.0 Hours)

FAM-300-306 1.5 T,C,R 1 A/C

Goal. Review all 100 and 200 series sorties leading to a NATOPS check. Crew: TCP/CP/CCI/CCUI.

FAM-307 2.0 T,C,R 1 A/C

Goal. Turnup procedures.

Requirement. CCUI will receive instructions on aircraft turnup procedures. The first turnup will be demonstrated by a qualified NATOPS evaluation chief. Turnup numbers two through four will be performed by the CCUI and turnup number five will be the qualification turnup. Crew: TCP/CP/CCI/CCUI.

644. FULL-MISSION QUALIFICATION TRAINING

1. Purpose. To review all material covered to date. CCUI will demonstrate the ability to meet NATOPS evaluation criteria for crew chief.

2. Flight Training (3 Sortie, 4.5 Hours)

FAM-400 1.5 T,C,R 1 A/C

Goal. Review all phases of training. Crew: TCP/CP/CCI/CCUI.

FAM-401 1.5 T,C,R 1 A/C

Goal. NATOPS check flight. Crew: TCP/CP/CCI/CCUI.

FAM-400 1.5 T,C,R E 1 A/C

Goal. To evaluate the CCUI's qualification to become a designated CT-39 crew chief. Crew: TCP/CP/CCI/CCUI.

Prerequisite. NATOPS open and closed book examinations.

650. INSTRUCTOR AND SPECIAL FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS

Reserved for future use.

660. ORDNANCE REQUIREMENTS. Not applicable.

AIRCRAFT: CT-39 MOS: 60xx CREW POSITION: CREW CHIEF

| STAGE | TRAINING CODE | FLIGHT | | REFLY | | T | C | R E | REMARKS |
|-------------------------------------|---------------|--------|----------|-------|--|------|---|-----|---------|
| | | HRS | INTERVAL | MRP | | | | | |
| MISSION CAPABLE TRAINING | | | | | | | | | |
| FAM | 100 | 100 | 1.5 | * | | 3.5 | x | x | x |
| | 101 | 101 | 1.5 | * | | 3.5 | x | x | x |
| | 102 | 102 | 1.5 | * | | 3.5 | x | x | x |
| | 103 | 103 | 1.5 | * | | 3.5 | x | x | x |
| | 104 | 104 | 1.5 | + | | 3.5 | x | x | x |
| | 105 | 105 | 1.5 | * | | 3.5 | x | x | x |
| | 106 | 106 | 1.5 | * | | 3.5 | x | x | x |
| | 107 | 107 | 1.5 | * | | 3.5 | x | x | x |
| | 108 | 108 | 1.5 | * | | 3.5 | x | x | x |
| | 109 | 109 | 1.5 | * | | 3.5 | x | x | x |
| MISSION READY TRAINING | | | | | | | | | |
| FAM | 200 | 200 | 1.5 | 6 | | 1.25 | x | x | x |
| | 201 | 201 | 1.5 | 6 | | 1.25 | X | X | X |
| | 202 | 202 | 1.5 | 6 | | 1.25 | x | x | x |
| | 203 | 203 | 1.5 | 6 | | 1.25 | x | x | x |
| | 204 | 204 | 1.5 | 6 | | 1.25 | x | x | x |
| | 205 | 205 | 1.5 | 6 | | 1.25 | x | x | x |
| | 206 | 206 | 1.5 | 6 | | 1.25 | x | x | x |
| | 207 | 207 | 1.5 | 6 | | 1.25 | x | x | x |
| MISSION QUALIFICATION TRAINING | | | | | | | | | |
| FAM | 300 | 300 | 1.5 | 6 | | 1.5 | x | x | x |
| | 301 | 301 | 1.5 | 6 | | 1.5 | x | x | x |
| | 302 | 302 | 1.5 | 6 | | 1.5 | x | x | x |
| | 303 | 303 | 1.5 | 6 | | 1.5 | x | x | x |
| | 304 | 304 | 1.5 | 6 | | 1.5 | x | x | x |
| | 305 | 305 | 1.5 | 6 | | 1.5 | x | x | x |
| | 306 | 306 | 1.5 | 6 | | 1.5 | x | x | x |
| | 307 | 307 | 1.5 | 6 | | 4.5 | x | x | x |
| FULL-MISSION QUALIFICATION TRAINING | | | | | | | | | |
| FAM | 400 | 400 | 1.5 | 6 | | 5.0 | x | x | x |
| | 401 | 401 | 1.5 | C | | 5.0 | x | x | X E |
| | 402 | 402 | 1.5 | C | | 5.0 | x | x | X E |

Figure 6-1.--MOS 60xx Refly Interval, Mission Readiness Percentage.

CREW CHIEF FLIGHT UPDATE CHAINING

| <u>FLIGHT</u> | <u>FLIGHTS UPDATED</u> |
|---------------|---|
| 200 | |
| 201 | 200 |
| 202 | 200, 201 |
| 203 | 200, 201, 202 |
| 204 | 200, 201, 202, 203 |
| 205 | 200, 201, 202, 203, 204 |
| 206 | 200, 201, 202, 203, 204, 205 |
| 207 | 200, 201, 202, 203, 204, 205, 206 |
| 208 | 200, 201, 202, 203, 204, 205, 206, 207 |
| 209 | 200, 201, 202, 203, 204, 205, 206, 207, 208 |
| 300 | 200, 201, 202, 203, 204, 205, 206, 207, 208, 209 |
| 301 | 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 300 |
| 302 | 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 300, 301 |
| 303 | 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 300, 301, 302 |
| 304 | 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 300, 301, 302, 303 |
| 305 | 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 300, 301, 302, 303, 304 |
| 306 | 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 300, 301, 302, 303, 304, 305 |
| 307 | 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 300, 301, 302, 303, 304, 305, 306 |
| 400 | 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 300, 301, 302, 303, 304, 305, 306, 307 |
| 401 | 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 300, 301, 302, 303, 304, 305, 306, 307, 400 |
| 402 | 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 300, 301, 302, 303, 304, 305, 306, 307, 400, 401 |

Figure 62.-MOS 60xx Flight Update Chaining.

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CHAPTER 7

UC-12 PILOT AND QUALIFIED OBSERVER (QO)

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****NOTE****

Aircrew coordination will be briefed for all flights and aircrew positions.

CHAPTER 7

UC-12 PILOT AND QUALIFIED OBSERVER (QO)

700. PROGRAMS OF INSTRUCTION FOR TRANSITION, CONVERSION, AND REFRESHER PILOT

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|----------------------------|---------------------|-----------------|
| 1-2 | Ground Training | FRS/CGS* |
| 2-6 | Flight Training | FRS/MCAS |
| * Contracted Ground School | | |

701. P01 FOR TRANSITION, CONVERSION, AND REFRESHER QO

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|---------------------|-----------------|
| 1-2 | Ground Training | FRS |
| 2-4 | Flight Training | FRS/MCAS |

710. GROUND TRAINING COURSES OF INSTRUCTION. UC-12 Ground School will be conducted at the Navy ERS/civilian-contracted initial training site according to the UC-12 NATOPS Manual. This course of instruction shall be completed prior to commencing flight training.

711. SQUADRON LEVEL TRAINING

Aircraft Systems
 Normal Procedures
 Emergency Procedures and Equipment*
 Aircraft Limitations
 Weight and Balance
 Preflight/Postflight Inspection and Flighttime Operations
 Communications/Navigation
 All Weather Operations
 Aircraft Flight Characteristics
 Passenger Briefing/Loading/Offloading
 Performance Data and Mission Planning
 Local Course Rules/Exam
 Aircrew Coordination Training and Responsibilities
 Navigation Computer
 Weather Radar
 NATOPS Open and Closed Book Examinations

NOTE: * Emergency procedures instruction shall include: egress, Escape hatch, life raft positioning responsibility, fire extinguishers and emergency radio.

720. FLIGHT TRAINING FOR TRANSITION AND CONVERSION PILOT1. Mission Capable Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|---------------------|----------------|--------------|----------------|
| Basic Qualification | - | - - | 25.0 |
| Familiarization | 5 | 11.5 | 20.0 |

| | | | | | |
|--------------|----------|----------|-------------|-------------|-------------|
| Instruments | | <u>3</u> | | <u>6.5</u> | <u>15.0</u> |
| Total | 8 | | 16.0 | 60.0 | |

2. Mission Ready Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|--------------|----------------|--------------|----------------|
| Navigation | 1 | 3.0 | 10.0 |

3. Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|--------------|----------------|--------------|----------------|
| T2P Check | 1 | 2.5 | 15.0 |

4. Full-Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|---------------------|----------------|--------------|----------------|
| TPC Familiarization | 1 | 2.0 | 7.5 |
| TPC Check | <u>1</u> | <u>2.5</u> | <u>7.5</u> |
| Total | 2 | 4.5 | 15.0 |

| | | | |
|---|-----------|--------------|--------------|
| Total for Transition and Conversion Pilot Training | 12 | 28.0* | 100.0 |
|---|-----------|--------------|--------------|

NOTE: Augmented with other training/mission flight hours to total 100 prior to the TPC check. Waivers will be per the UC-12 NATOPS Manual.

721. REFRESHER PILOT TRAINING

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|---|----------------|--------------|
| Familiarization | 2 | 5.0 |
| Instruments/Navigation | 2 | 5.0 |
| Standardization Check | <u>2</u> | <u>4.5</u> |
| Total for Refresher Pilot Training | 6 | 14.5 |

722. INSTRUCTOR UNDER TRAINING (IUT) PILOT

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|-------------------------------------|----------------|--------------|
| Familiarization | 2 | 4.0 |
| Instruments/Navigation | 2 | 4.0 |
| Standardization Check | <u>1</u> | <u>2.5</u> |
| Total for IUT Pilot Training | 5 | 10.5 |

723. TRANSITION, CONVERSION, AND REFRESHER OO1. Mission Capable Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|---------------------|----------------|--------------|----------------|
| Basic Qualification | - | - | 25.0 |
| Familiarization | <u>2</u> | <u>4.0</u> | <u>35.0</u> |
| Total | 2 | 4.0 | 60.0 |

741

2. Mission Ready Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|--------------|----------------|--------------|----------------|
| Instruments | 1 | 2.0 | 10.0 |

3. Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|--------------|----------------|--------------|----------------|
| Navigation | 1 | 2.0 | 15.0 |

4. Full-Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|--------------|----------------|--------------|----------------|
| QO Check | 1 | 2.0 | 15.0 |

| | | | |
|---|----------|-------------|--------------|
| Total for Transition, Conversion and Refresher Qualified Observer Training | 5 | 10.0 | 100.0 |
|---|----------|-------------|--------------|

730. SIMULATOR TRAINING. Utilize civilian-contracted UC-12 ground simulator to conduct normal and emergency procedures training per NATOPS. Civilian-contracted UC-12 ground/flight simulator training is not Authorized for the qualified observer. Approved simulator training is listed in the FRS syllabus guide.

740. FLIGHT PERFORMANCE REQUIREMENTS

1. Crew positions are indicated in each flight/stage description; e.g., PUI/IP (pilot under instruction in left seat, instructor pilot in right seat)
2. The minimum crew shall consist of an instructor pilot and a pilot under instruction (PUI) for all training flights.
3. Aircrew Coordination. Aircrew coordination shall be briefed for all flights and/or events.

741. MISSION CAPABLE TRAINING, PILOT1. Familiarization

a. Purpose. To learn normal and emergency procedures for the aircraft. On all training flights, crew responsibilities and coordination shall be stressed.

b. Flight Training (6 Flights, 11.5 Hours)

| | | |
|---------------|------------|-------------------|
| <u>FAM-80</u> | <u>0.0</u> | <u>T,C 1 ACFT</u> |
|---------------|------------|-------------------|

Goal. Introduce normal UC-12 ground procedures.

Requirement. Preflight briefing to include start procedures, run-up procedures, and takeoff brief. Demonstrate aircraft discrepancy book, yellow sheet, weight and balance, performance

data, preflight, start procedures, auto-pilot check, run-up procedures, abort, and post-flight. Introduce preflight, checklist utilization, crew coordination, and secure procedures.

FAM-101

2.5 T,C 1 ACFT

Goal. Introduce normal UC-12 procedures.

Requirement. Preflight briefing to include abnormal start, emergency engine shutdown on deck, aborted takeoff, emergency equipment, emergency egress, engine failure after Vr, ditching procedures (SSE, dual engine on/off), and touch and go procedures. Demonstrate aircraft inspection, engine starting procedures, engine run up procedures, ditch (2 engine on), engine shutdown procedure (inflight), airstart procedure (starter assist), Simulated single Engine (SSE) pattern, SSE landing, SSE wave-off, and abort. Demonstrate then introduce stalls and stall recovery procedures. Introduce cockpit/crew coordination, operating limits (engine), takeoff/departure, turn pattern, slow flight, normal landing pattern, approach flap landing, full flap landing, no flap landing, wave-off (2 engine), and full stop reverse landing. Practice taxiing, BAW. Review headwork.

FAM-102

2.5 T,C,R 1 ACFT

Goal. Introduce emergency procedures.

Requirement. Preflight briefing to include GPU start procedures, jammed flight controls, single engine ditching, door open light (in flight), oxygen system, runaway torque on deck, fire detection/extinguisher system, engine fire on deck, loss of brakes, flap system failure, and electrical system malfunction. Demonstrate SSE After Takeoff (ATO) (no rudder boost/at altitude), airstart (windmilling), and SSE ditch. Introduce aircraft inspection, engine start procedures, engine run-up procedures, jammed flight controls, engine shutdown procedures, airstart procedures, SSE pattern, SSE landing, SSE wave-off, emergency checklists, engine fire inflight, electrical fire, and abort. Practice turn pattern, slow flight, stalls/recoveries, takeoff/departure, landing pattern (normal), approach flap landing, full flap landing, no flap landing wave-off (2 engine), full stop/reverse landing, BAW, and taxiing. Review previous emergencies and headwork.

FAM-103

2.5 T,C,R 1 ACFT

Goal. Continue emergency procedures application.

Requirement. Preflight briefing to include servicing/securing, runaway torque after Vr, electric trim failure, engine failure (2nd engine), inflight fires, landing gear emergencies, propeller failure/overspeed, fuel system emergencies, A/c operating limits (airframe), forced landing (no power), and pressurization failures. Introduce emergency descent, air-start (windmilling), dual engine failure, propeller malfunctions, ditch (2 engine out), SSE ATO (no rudder boost), SSE wave-off (no rudder boost), and engine fire on deck. Practice stall recoveries, aircraft inspection, engine start

procedures, engine runup procedures, engine shutdown procedures, normal landing pattern, approach flap landings, full flap landings, SSE landing pattern, SSE after takeoff, SSE cross wind, SSE down wind, SSE base, SSE final, SSE wave-off, BAW, and abort. Review previous emergencies and headwork.

FAN-104 2.0 T,C 1 ACFT

Goal. Practice and review previous FAM instruction.

Requirement. Preflight briefing to include hot brakes, single-engine taxi, smoke and fume elimination, oil system emergencies, anti-ice/de-ice failure, flight control malfunction, ice-vane failure, environmental system failure, cracked windshield, and excessive load meter reading. Introduce electrical system malfunction, propeller failure overspeed, aircraft fire, runaway torque (inflight), right hand landing pattern, SSE reverse landing, and landing gear alternate extensions. Practice aircraft inspection, engine start procedures, engine runup procedures, engine shutdown procedures, engine restart procedures, normal landing pattern, SSE landing pattern, normal landings, SSE landings, wave-off (1-2 engine), abort, stall recoveries, ditch, SSE ATO (no rudder boost), and BAW. Demonstrate VMC maneuver. Review previous emergencies and headwork.

FAM-120 2.0 T,C 1 ACFT N

Goal. Night familiarization introduction.

Requirement. Preflight briefing to include fuel system emergencies, duct overtemp, alternate air source, tripped feeder circuit breaker (C/B), C/B reset procedures, aircraft lighting, night flying procedures, and no landing/taxi light landing. Introduce night landing pattern. Practice normal landings, landings, waveoff (1-2 engine), aircraft inspection, engine start procedures, engine runup procedures, secure procedures, and BAW. Review previous emergencies and headwork.

2. Instruments

a. Purpose. To acquaint the PUI with the flight characteristics, navigation equipment, and flight instruments under simulated or actual instrument flying conditions.

b. General. Approaches should terminate in touch-and-go landings if possible, emphasizing missed approach point decision making to either a normal landing or missed approach.

c. Flight Training (3 Flights, 6.5 Hours)

INST-1b 2.5 T,C 1 ACFT (N)

Goal. Introduce UC-12 instrument procedures and nonprecision capabilities.

Requirement. Preflight briefing to include NATOPS section six nonprecision procedures, VOR procedures, ADF procedures, BC procedures, LOC procedures, ASR procedures, TACAN procedures,

nonprecision SSE procedures, autopilot/Flight Director Indicator (FDI)/Horizontal Situation Indicator (HSI) utilization, enroute/cruise procedures, autopilot emergency disengage, electric elevator trim failure, autopilot trim failure light, and copilot utilization/duties. Introduce instrument departure, VOR approach, ADF approach, TACAN approach, LOC/BC approach, ASR approach, SSE approaches, SSE missed approach, circling approach, holding, and copilot utilization. Practice normal landings, SSE landings, BAW, full stop/reverse, aircraft inspection, engine starting, and engine runup, secure procedures. Review previous emergencies and headwork.

INST-111 2.0 T,C 1 ACFT (N)

Goal. Review UC-12 instrument procedures and introduce precision approaches.

Requirement. Preflight brief to include NATOPS section six precision approach procedures, ILS procedures, GCA procedures, lost communication, fuel system failures, coupled approach, NAVAID failures, bleed air failure, excessive differential PSI, loss of pressurization, and explosive decompression. Introduce ILS, GCA, SSE ILS, and SSE GCA. Practice instrument departure, enroute procedures, missed approach, normal landings, SSE landings, RAW, copilot utilization, aircraft inspection, engine starting, engine run-up, and secure procedures. Review non-precision procedures, previous emergencies and headwork.

INST-112 2.0 T,C,R 1 ACFT (N)

Goal. Demonstrate instrument proficiency in the UC-12.

Requirement. Preflight briefings to include severe Weather procedures, flight planning, boost pump failure, tire failure, engine driven fuel pump failure, cracked windshield/cabin window, passenger oxygen utilization, and fuel planning/log. Practice instrument departure, enroute procedures, holding, VOR/ADF approach, TACAN approach, LOC/BC approach, ILS approach, GCA/ASR approach, circling approach, SSE approach, missed approach, RAW, normal landings, SSE landings, copilot utilization, aircraft inspection, engine starting, and engine runup. Review headwork.

742. MISSION CAPABLE TRAINING, QO

1. Purpose. To introduce normal and emergency procedures for the UC-12. On all training flights, crew responsibilities and coordination shall be stressed. Crew positions for each flight/stage are IP in the left seat and QO in the right seat.

2. Flight Training (3 Flight, 6.0 Hours)

FAM-100 0.0 T,C,R 1 ACFT

Goal. UC-12 introduction.

Requirement. Brief flight planning, weight and balance, passenger/cargo loading, takeoff/performance data, checklists

(practice with IP), crew coordination, voice procedures and radio calls, and emergency and survival equipment. Demonstrate aircraft preflight, start, run-up, taxi, aborted takeoff, and normal shutdown.

FAM-101

2.0

T,C,R 1 ACFT

Goal. Introduction to normal UC-12 procedures.

Requirement. Brief preflight/flight planning, aircrew coordination/voice calls, checklists, normal start procedures, abnormal starts, engine fire on deck, aborted takeoff, runaway torque on deck/in flight, emergency egress, taxiing, run-up (procedure & limits), takeoff, touch-and-go procedures, fuel system & emergencies, landing gear system and emergencies, and critical memory items. Review preflight. Introduce checklists, communication procedures and equipment, demonstrate starting engines, taxi and engine runup, normal takeoff, aborted takeoff, climb schedule (charts), normal cruise, slow flight, steep turns, approach to stall/full stalls, unusual attitudes, oxygen system, environmental control, and postflight. Demonstrate landings (full flap, approach flap, no flap and with reverse), engine failure in flight and emergency engine shutdown, starter assisted airstart, and waveoff. Debrief.

FAM-102

2.0

T,C,R 1 ACFT

Goal. Review normal procedures and introduce additional emergency procedures.

Requirement. Brief GPU starts, autopilot/flight director setup, engine fire on deck and in flight, electrical system, current limiter checks-inflight, flight controls, runaway torque on takeoff and in flight, oil system and failures, jammed controls on deck, open door light in flight, and fuel cross feeding operations. Review preflight checklists, engine start normal & abnormal, taxi & runup, abort, normal takeoff, climb, cruise, engine shutdown, postflight, and yellow sheet. Introduce jammed controls on deck, autopilot/flight director use, engine shutdown & restart, engine failures after takeoff and enroute, dual engine failure, windmilling airstart, pressurization loss (explosive and gradual), ditching (two engine, single engine and no engines), engine fire in flight, electrical fire, inverter failure, generator failure, and smoke and fumes elimination. Demonstrate normal pattern, landings full flap, approach flap, and no flap & simulated single engine. Debrief.

743. MISSION READY TRAINING, PILOT

1. Purpose. To acquaint the PUI with the UC-12 navigation equipment, performance data and unfamiliar airport operating procedures.
2. Flight Training (1 Flight, 3.0 Hours)

NAV-200

3.0

T,C,R 1 ACFT (N)

Goal. Introduce copilot duties and demonstrate right seat operations to include unfamiliar airport operating procedures.

Requirement. Preflight briefing to include NATOPS section three, copilot duties, arrival transition, anti-ice/deice system, severe weather procedures, radar utilization, omega, HF procedures, and filing in-flight. Introduce copilot responsibilities, log keeping (fuel), right seat approach, right seat landing, and omega/HF procedures. Practice voice procedures, checklist utilization, secure procedures, and RAW. Review headwork.

744. MISSION READY TRAINING, OO

1. Purpose. To acquaint the QOUI with the navigation equipment available in the UC-12.

2. Flight Training (1 Flight, 2.0 Hours)

INST-200

2.0

T,C,R 1 ACFT (N)

Goal. Introduce Uq-12 navigation equipment and nonprecision/ precision approach capabilities.

Requirement. Preflight briefing to include propeller system, bleed air system, explosive decompression, lost communications, fuselage fire, comm/nav radios, AP/FD use SIDls & STAR's, enroute ATC procedures, instrument approach procedures straight in approaches and circling approaches, weather radar, severe weather procedures, and omega/long range nav systems. Review preflight, checklists, engine start hot start and no light-off, (taxi no brakes and hot brakes), abort, climb, cruise, engine shutdown, airstart, postflight, and yellow sheet. Introduce prop failure/overspeed, fuselage fire, engine chip light, fuel crossfeed after engine failure, manual gear extension, emergency descent, landings (two engine and single engine), instrument approaches straight in and circling, TACAN, VOR, LOC BC, NDB, ASR, ILS and PAR, missed approach (dual engine and single engine), holding, and omega/long range nav. Debrief.

745. MISSION QUALIFICATION TRAINING, PILOT

1. Purpose. To qualify the PUI for all operational flights in the UC-12 aircraft.

2. Flight Training (1 Flight, 2.5 Hours)

T2PCK-300

2.5

T,C,R B 1 ACFT

Goal. NATOPS evaluation to demonstrate proficiency to qualify as a T2P for operational flights.

Requirement. The PUI will demonstrate flight planning, crew/pax briefing, aircraft inspection, safety/survival equipment, pre-start, start (normal/emergency), taxi procedures, before takeoff procedures, normal takeoff procedures, normal after

liftoff, climb and departure, level off and cruise, normal landing pattern, normal approach, approach flap landing, single engine approach, engine failure at Vr, single engine landing, no flap landing, full flap landing, waveoff (1 or 2 engine), engine fire on deck, engine fire in flight, propeller malfunctions, landing gear emergencies, brake malfunctions, loss of AC or DC power, electrical fire, smoke removal, loss of pressurization, emergency descent, ditching (1 or 2 engine), ice system malfunction, airstart procedures flight control malfunction, holding procedure, bearing interception, approach airspeed control, TACAN procedures, ILS procedures, VOR procedures, ADF procedures, GCA procedures, missed approach procedures, checklist execution, engine operation, and post flight inspection.

Prerequisite. Completion of NATOPS Open and Closed Book examinations.

746. MISSION QUALIFICATION TRAINING, OO

1. Purpose. To introduce the QOUI to UC-12 enroute navigation procedures, performance data, and unfamiliar airport operating procedures.

2. Flight Training (1 Flight, 2.0 Hours)

NAV-300 2.0 T,C,R 1 ACFT N

Goal. Introduce uc-12 nonprecision/precision capabilities at night.

Requirement. Preflight brief to include autopilot/flight director use, aircraft lighting, emergency lights, pilot alternate static air source, electric ice vane failure, anti-ice/de-ice systems, electrical malfunctions, fuel planning/logs, loss of AC/DC power, and sub-panel feeder circuit breaker. Review preflight inspection, checklists, engine start and runup, takeoff and IFR departure, climb, cruise, holding procedures, approaches single and two engine, ILS/LOC, TACAN, PAR, VOR/ADF, missed approach, waveoff, engine shutdown after flight, night aircraft secure procedures, postflight, and yellow sheet. Demonstrate night pattern and night landings. Debrief.

747. FULL-MISSION QUALIFICATION TRAINING, PILOT

1. Transport Plane Commander (TPC) Familiarization

a. Purpose. To review all previously introduced instruction and to ensure that the T2P is adequately prepared for a TPC check.

b. Flight Training (1 Flight, 2.0 Hours)

TPC FAM-400 2.0 T,C 1 ACFT (N)

Goal. Review all previous UC-12 instruction.

Requirement. Discuss aircraft commander responsibilities. Review all uc-12 normal and emergency procedures. Demonstrate

the ability to lead and coordinate crew actions during normal and emergency situations. Crew: T2P/IP

2. TPC Check

- a. Purpose. To upgrade a T2P to Transport Plane Commander (TPC)
- b. Flight Training (1 Flight, 2.0 Hours)

TPC CK-410 2.0 T,C,R E 1 ACFT

Goal. TPC evaluation flight.

Requirement. T2P shall demonstrate the ability to meet NATOPS qualification according to NATOPS evaluation criteria. The flight evaluation is designed to measure with maximum objectivity the degree of standardization demonstrated by the T2P and to ensure safety of flight. Discuss the responsibilities of flying with a Naval Flight Officer who is designated as a Qualified Observer. Crew: T2P/IP.

Prerequisite. Completion of NATOPS Open and Closed Book examinations.

748. FULL-MISSION QUALIFICATION TRAINING, QO

1. Purpose. To certify the naval flight officer for all mission requirements as a qualified observer, including the ability to plan, file, and load a mixed passenger and cargo logistics flight. Emphasis will be placed on the QOUI to assist the TPC in operating all systems under normal or simulated emergency conditions.

2. Flight Training (1 Flight, 2.0 Hours)

QOCK-400 2.0 T,C,R E 1 ACFT

Goal. QO evaluation flight.

Requirement. Preflight briefing to include flight planning, weight and balance, fuel computations, and normal and emergency procedures. Demonstrate a thorough knowledge of the aircraft systems, the ability to perform the responsibilities of a qualified observer, and the ability to assist the TPC in all aircraft configurations under varying emergency and meteorological conditions.

Prerequisite. NATOPS Open and Closed Book examinations.

750. IUT PILOT PERFORMANCE REQUIREMENTS

1. Purpose. To standardize instructor pilot procedures for the UC-12 aircraft. The IUT in this stage will fly all events from the right seat.

2. Crew Requirement: NATOPS instructor/IUT (TPC minimum prerequisite)

3. Training (5 Flights, 10.5 Hours)

FAM-500 2.0 1 ACFT

Goal. IUT familiarization introduction.

Requirement. Brief instructional technique, Systems knowledge, procedural knowledge, and time management. Flight maneuvers to include start, taxi, runup, turn pattern, slow flight, stalls, Vmc demo by instructor), engine failures cruise and after takeoff (at altitude), landing pattern, SSE landing pattern, waveoff, SSE waveoff, landings, abort, EP's and BAW. Instructional skills to include headwork, cockpit/crew coordination, EP checklists, time management, and critique/error correction. Postflight to include debrief, critique, and NATOPS grading standards. Flight will utilize the FAM-102 syllabus.

Reference. FRS Maneuver Description Guide and Instructor Training Guide.

FAM-501

2.0

1 ACFT

Goal. IUT familiarization practice.

Requirement. Brief instructional technique, systems knowledge, procedural knowledge, time management. Review start, runup and shutdown, turn pattern, slow flight, stalls, landing pattern, landings, abort, SSE reverse, SSE after takeoff (no rudder boost/with autofeather), short field takeoff, dual engine failure (simulated), windmilling airstart, SSE/2 engine out ditch, prop malfunctions, and engine fires (at altitude, in pattern, and on deck). Instructional skills to include headwork, cockpit/crew coordination, EP checklists, time management, and critique/error correction. Postflight to include debrief, critique, and grading. Flight will utilize the FAM-103 syllabus.

Reference. FRS Maneuver Description Guide and Instructor Training Guide.

INAV-502

2.0

1 ACFT

Goal. IUT instrument/navigation introduction.

Requirement. Brief instructional technique, systems knowledge, procedural knowledge, and time management. Review start, runup & shutdown, engine failures (at altitude, in pattern, and ATO), slow flight, stalls, ditch, emergency descent, landings (full, approach, no flap), SSE landing, abort, and waveoffs (2 engine and SSE). Vmc demo (normal, no inputs, and wrong rudder) microburst escape, basic instruments (BI) (turns, climb, descents), Autopilot/Flight Director (AP/FD) use, and AP/FD on ILS & nonprecision approaches. Instructional skills to include headwork, cockpit/crew coordination, EP checklists, time management, critique/error correction. Postflight to include debrief, critique, grading. Flight will utilize the FAM-104 and INST-111 syllabus.

Reference. FRS Maneuver Description Guide and Instructor Training Guide.

INAV-503

2.0

1 ACFT N

Goal. IUT instrument/navigation practice.

Requirement. Brief instructional technique, Systems knowledge, procedural knowledge, time management, FLIP publications, and filing. Flight maneuvers to include VOR approach, NDB approach, circling approach, holding, ILS, PAR, selected approaches to include SSE procedures, en route procedures, jet routes, and airspeed/endurance. Instructional skills to include headwork, cockpit/crew coordination, EP checklists, time management, and critique/error correction. Postflight to include debrief, critique, and grading. Flight will utilize INST-111 and INST-112 syllabus.

Reference. FRS Maneuver Description Guide and Instructor Training Guide.

STAN-504

2.5

E 1 ACFT

Goal. IUT standardization check. The flight evaluation is designed to measure with maximum objectivity the degree of standardization demonstrated by pilot and crewmembers. It is not intended to measure both proficiency and/or ability of those evaluated beyond a point necessary to ensure safety of flight.

Requirement. Brief evaluation to include instructional technique, procedures for EP simulation, Pilot Flying (PF) responsibilities, Pilot In Command (PIC) actions, and oral examination. Discuss the instructor role in training a Naval Flight Officer to become a qualified observer in the C-12. Flight maneuver setup, evaluation skills, complete coverage of NATOPS grade sheet, BAW, headwork, situational awareness, and crew coordination. IUT will debrief and analyze the flight per the NATOPS evaluation sheet.

Reference. FRS Maneuver Description Guide and Instructor Training Guide.

760. ORDNANCE REQUIREMENTS. Not applicable.

AIRCRAFT: UC-12 MOS: 7555 CREW POSITION: PILOT

| FLIGHT | | HRS | REPLY | MRP | T | C | R | E | REMARKS |
|--------------------------------|---------------|-----|----------|------|---|---|---|---|---------|
| STAGE | TRAINING CODE | | INTERVAL | | | | | | |
| MISSION CAPABLE TRAINING | | | | | | | | | |
| FAM | 100 | 0.0 | * | 3.0 | x | x | | | |
| | 101 | 2.5 | * | 3.0 | x | x | | | |
| | 102 | 2.5 | * | 3.0 | x | x | x | | |
| | 103 | 2.5 | * | 3.0 | x | x | x | | |
| | 104 | 2.0 | * | 3.0 | x | x | | | |
| | 105 | 2.0 | * | 5.0 | x | x | | | N |
| INST | 110 | 2.5 | * | 5.0 | X | X | | | (N) |
| | 111 | 2.0 | * | 5.0 | x | x | | | (N) |
| | 112 | 2.0 | * | 5.0 | x | x | x | | (N) |
| MISSION READY TRAINING | | | | | | | | | |
| NAV | 200 | 3.0 | 6 | 10.0 | x | x | x | | (N) |
| MISSION QUALIFICATION TRAINING | | | | | | | | | |
| T2PCK | 300 | 2.5 | C | 15.0 | x | x | x | x | |
| MISSION QUALIFICATION TRAINING | | | | | | | | | |
| TPCFAM | 400 | 2.0 | 1 | 7.5 | x | x | | | (N) |
| TPCCK | 410 | 2.5 | C | 7.5 | x | x | x | x | |

Figure 7-1.--MOS 7555 Refly Interval, Mission Readiness Percentage.

AIRCRAFT: UC12 MOS: 75Xx CREW POSITION: QUALIFIED OBSERVER

| STAGE | FLIGHT TRAINING CODE | HRS | REFLY INTERVAL | MRP | T | C | R | H | REMARKS |
|-------|-------------------------|-----|-------------------|-----|---|---|---|---|---------|
|-------|-------------------------|-----|-------------------|-----|---|---|---|---|---------|

MISSION CAPABLE TRAINING

| | | | | | | | | | |
|-----|-----|-----|---|------|---|---|---|--|--|
| FAM | 100 | 0.0 | | 10.0 | X | X | X | | |
| | 101 | 2.0 | * | 10.0 | x | x | x | | |
| | 102 | 2.0 | * | 15.0 | x | x | x | | |

MISSION READY TRAINING

| | | | | | | | | | |
|------|-----|-----|---|------|---|---|---|--|-----|
| INST | 200 | 2.0 | * | 10.0 | x | x | x | | (N) |
|------|-----|-----|---|------|---|---|---|--|-----|

MISSION QUALIFICATION TRAINING

| | | | | | | | | | |
|-----|-----|-----|---|------|---|---|---|--|---|
| NAV | 300 | 2.0 | 6 | 15.0 | x | x | x | | N |
|-----|-----|-----|---|------|---|---|---|--|---|

FULL-MISSION QUALIFICATION

| | | | | | | | | | |
|------|-----|-----|---|------|---|---|---|---|--|
| QOCK | 400 | 2.0 | C | 15.0 | X | X | X | X | |
|------|-----|-----|---|------|---|---|---|---|--|

Figure 72.-MOS 75xx Refly Interval, Mission Readiness Percentage.

FLIGHT UPDATE CHAINING

| <u>STAGE</u> | <u>FLIGHT</u> | <u>FLIGHTS UPDATED</u> |
|--------------|---------------|------------------------|
| NAV | 200 | |
| T2PCK | 300 | 200 |
| TPCFAM | 400 | 200,300 |
| TPCCK | 410 | 200,300,400 |

Figure 73.--MDS 7555 Flight Update Chaining.

QUALIFIED OBSERVER FLIGHT UPDATE CHAINING

| <u>STAGE</u> | <u>FLIGHT</u> | <u>FLIGHTS UPDATED</u> |
|--------------|---------------|------------------------|
| NAV | 200 | |
| T2PCK | 300 | 200 |
| TPCFAM | 400 | 200,300 |

Figure 7-4.-MOS 75xX Flight Update Chaining.

T&R MANUAL, VOLUME 4

CHAPTER 8

UC-12 TRANSPORT AIRCREWMAN

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* *NOTE* *

Aircrew coordination will be briefed for all flights and aircrew positions.

CHAPTER 8

UC-12 TRANSPORT AIRCREWMAN

800. PROGRAMS OF INSTRUCTION (P01) FOR BASIC, TRANSITION, AND CONVERSION TRANSPORT AIRCREWMAN

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|---------------------|-----------------|
| 1 | Ground Training | FRS/MCAS |
| 2-6 | Flight Training | FRS/MCAS |

801. P01 FOR REFRESHER TRANSPORT AIRCREWMAN

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|---------------------|-----------------|
| 1 | Ground Training | FRS/MCAS |
| 2-4 | Flight Training | MCAS |

810. GROUND TRAINING COURSES OF INSTRUCTION. The UC-12 ground school is conducted at the Navy FRS/MCAS per UC-12 NATOPS Manual.

811. SQUADRON LEVEL TRAINING

Orientation
 Aircraft Systems
 Normal Procedures
 Emergency Procedures and Equipment +
 Aircraft Limitations
 Aircraft Flight Characteristics
 Mission Planning
 Weight and Balance
 Aircraft Configuration (pax/cargo/medevac)
 Passenger Loading/Briefing/Offloading
 Cargo Loading/Offloading
 Flight Publications
 Flight Logs and Records (LFR, NAVFLIRS, etc.)
 Aircraft Inspections (preflight, postflight)
 Line Operations (aircraft directing/parking)
 Aircraft Servicing
 Aircraft Securing/Security
 First Aid/CPR
 Navigation Equipment (if installed)
 Aircrew Coordination and Responsibilities
 NATOPS Open/Closed Book Exams

NOTE: * Emergency procedures instruction shall include: egress, Escape hatch, life raft positioning responsibilities, fire extinguishers, and emergency radio.

820. FLIGHT TRAINING FOR BASIC, TRANSITION, AND CONVERSION TRANSPORT AIR CREWMAN

1. Mission Capable Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-----------------|----------------|--------------|----------------|
| Familiarization | 4 | 6.0 | 60.0 |

2. Mission Ready Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-----------------|----------------|--------------|----------------|
| Airlift Mission | 2 | 6.0 | 10.0 |

3. Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|--------------------|----------------|--------------|----------------|
| TA Familiarization | 1 | 3.0 | 15.0 |

4. Full-Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|--------------|----------------|--------------|----------------|
| TA Check | 1 | 2.0 | 15.0 |

| | | | |
|--|----------|-------------|--------------|
| Total for Basic, Transition and Conversion Transport Aircrewman | 8 | 17.0 | 100.0 |
|--|----------|-------------|--------------|

821. REFRESHER TRANSPORT AIRCREWMAN

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|---------------------|----------------|--------------|
| Familiarization | 2 | 4.0 |
| Airlift Mission | 1 | 3.0 |
| TA Check | 1 | 2.0 |
| Total for Refresher | 4 | 9.0 |

822. INSTRUCTOR UNDER TRAINING (IUT) AIRCREWMAN

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|-----------------------|----------------|--------------|
| Familiarization | 1 | 2.0 |
| Airlift Mission | 1 | 2.0 |
| Standardization Check | 1 | 2.0 |
| Total for IUT | 3 | 6.0 |

830. SIMULATOR TRAINING. Not applicable.

840. FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS

1. A Transport Aircrewman Under Instruction (TAUI) who was previously NATOPS qualified in the UC-12 will complete the "Refresher" syllabus. All others will complete the "Basic, Transition, or Conversion" syllabus.

2. The time required to train a Transport Aircrewman Will vary depending on previous experience and individual ability. Personnel under instruction may come from any MOS. The requirement for 50 hours total flight time will be waived upon successful completion of the UC-12 T&R syllabus per paragraph 1262.2 of OPNAVINST 3710.7. The number of hours required for designation as a TA are a minimum and may be increased as deemed necessary by the unit commander. All flight training will be conducted in conjunction with pilot training or operational flights.

3. The minimum crew will consist of a Transport Plane Commander (TPC), Copilot (T2P/PUI/QQ/QQUI), Transport Aircrewman Instructor (TAI) and Transport Aircrewman Under Instruction (TAUI)

4. Aircrew Coordination. Aircrew coordination shall be briefed for all flights and/or events.

841. MISSION CAPABLE TRAINING

1. Purpose. To familiarize the TAUI with the UC12 aircraft. Instruction will emphasize normal and emergency procedures, operation of aircraft systems, and aircraft inspections and servicing.

2. Flight Training (4 Flights, 6.0 Hours)

FAM-100 0.0 T,C 1 ACFT

Goal. Introduce UC-12 ground procedures. No flight time.

Requirement. Discuss military appearance, brief and debrief, flight publications and flight planning, and emergency procedures (TA responsibilities). Introduce TAUI to BASI personnel. Introduce preflight and postflight inspections, airframe visual checks, checklists (normal and emergency), and cockpit checks and procedures.

FAM-101 2.0 T,C,R 1 ACFT

Goal. Introduce UC-12 normal and emergency procedures.

Requirement. Review military appearance and all inspections. Discuss onboard emergency equipment and passenger brief. Discuss the following emergency procedures: electrical fire, cabin fire, emergency evacuation, incapacitated passenger, ditching, pressurization system failures, and elimination of smoke and fumes.

FAM-102 2.0 T,C 1 ACFT

Goal. Introduce TA ground responsibilities.

Requirement. Review military appearance and all inspections, passenger brief, cockpit check and procedures, aircraft servicing, and all previously discussed emergency procedures. Discuss the aircraft in general (including dimensions), basic aircraft weight, weight and balance, cargo loading, flight packet, credit cards and receipts, passenger manifest, and lookout doctrine. Introduce Logistic Flight Record (LFR) and NAVFLIRS.

FAM-103 2.0 T,C,R 1 ACFTT,C,R 1 ACFT (N)

Goal. Review Uc-12 normal and emergency procedures.

Requirement. Review military appearance, flight preparation, passenger brief, crew coordination, aircraft servicing, LFR's and NAVFLIRS. Discuss passenger assistance and comfort, airframe/systems/engine operating limitations, environmental system, oxygen system, anti-ice/de-ice system, lighting system and TA responsibilities at night.

842. MISSION READY TRAINING

1. Purpose. To refine the TAU's knowledge of the UC-12 systems, normal and emergency procedures, and to introduce the TA responsibilities on airlift missions.

2. Flight Training (2 Flights, 6.0 Hours)

FRAG-200 3.0 T,C 1 ACFT (N)

Goal. Introduce TA responsibilities during an airlift mission.

Requirement. Discuss landing gear, wheel brakes, wing flaps and flight control systems, engines and related systems, Ac/Dc electrical systems, fire detection and extinguishing system, hazardous and red label cargo, and danger areas. Discuss emergency procedures to include the landing gear, trim, brakes, engine, oil and fuel, and electrical systems. Introduce TA responsibilities during passenger, cargo, and medevac missions.

FRAG-201 3.0 T,C,R 1 ACFT (N)

Goal. Introduce additional TA responsibilities during airlift missions.

Requirement. Review military appearance, flight planning, brief and debrief, all inspections, passenger brief, and emergency procedures. Discuss baggage handling, hazardous cargo, enroute breakdowns and liaison, and travel claims. Discuss military courtesies, quarterdeck procedures, and the "VIP" brief. Introduce hot and cold weather procedures, aircraft securing, and RON procedures.

843. MISSION QUALIFICATION TRAINING

1. Purpose. To review all previously introduced instruction.

2. Flight Training (1 Flight, 3.0 Hours)

TA FAM-300 3.0 T,C 1 ACFT (N)

Goal. Review all previously introduced instruction.

Requirement. During an airlift mission, review all crew duties, aircraft systems, and normal and emergency procedures leading to designation as a UC-12 Transport aircrewman.

850

844. FULL-MISSION QUALIFICATION TRAINING

1. Purpose. TAUl will demonstrate the ability to meet NATOPS evaluation criteria for Transport Aircrewman.

2. Flight Training (1 Flight, 2.0 Hours)

TA CK-400 2.0 T,C,R E 1 ACFT

Goal. To evaluate the TAUl's qualification to become a UC-12 Transport Aircrewman.

Requirement. TAUl must demonstrate a thorough knowledge of aircraft systems, normal and emergency procedures, and duties in compliance with established NATOPS evaluation criteria. Crew: NATOPS Instructor/TAUl.

Prerequisites: NATOPS open and closed book examinations.

850. INSTRUCTOR AND SPECIAL FLIGHT/SIMULATOR

1. Purpose. To standardize Transport Aircrewman Instructor (TAI) for the UC-12 aircraft.

2. Crew Requirement. P/CP/TAI/TAUl.

3. Flight Training (3 Flights, 6.0 Hours)

FAM-500 2.0 1 ACFT

Goal. IUT familiarization introduction.

Requirement. Discuss preflight briefing, instructional techniques, LFR/NAVFLIR, weight and balance, flight packet/credit cards/receipts, flight publications, enroute breakdown liaison, and crew coordination. Demonstrate a thorough knowledge of preflight/postflight procedures, cockpit check, aircraft dimensions/weight limitations, environmental system, oxygen system, cargo loading/tiedown/offloading, selected inflight emergency procedures, ditching procedures, care and use of survival equipment, aircraft cleanliness, and security.

FRAG-501 2.0 1 ACFT

Goal. IUT airlift mission introduction.

Requirement. Discuss preflight briefing, LFR/NAVFLIR, weight and balance, passenger manifest, VIP/passenger arrival/departure, quarterdeck procedures, and crew coordination. Demonstrate a thorough knowledge of preflight/postflight inspection, passenger embarkation/baggage handling/hazardous cargo procedures, cockpit check, lighting system, airframe/engine limitations, electrical system, anti-ice/de-ice system, fire detection/extinguisher procedures, hot/cold weather procedures, care and use of survival equipment, ditching procedures, and aircraft cleanliness and security.

STAN-5022.01 ACFT

Goal. IUT standardization check.

Requirement. IUT brief conduct of flight to TAI as a NATOPS evaluation. Demonstrate a thorough knowledge of all aircraft systems, normal and emergency procedures, and TA duties and responsibilities. Conduct standard NATOPS evaluation on TAI and monitor performance within parameters prescribed in the UC-12 NATOPS Manual.

Prerequisite. NATOPS open and closed book examinations.

860. ORDNANCE REQUIREMENTS. Not applicable.

AIRCRAFT: UC-12 MOS: N/A CREW POSITION: TRANSPORT CREWMAN

| STAGE | FLIGHT TRAINING CODE | HRS | REFLY INTERVAL | MRP | T | C | R | E | REMARKS |
|-------|-------------------------|-----|-------------------|-----|---|---|---|---|---------|
|-------|-------------------------|-----|-------------------|-----|---|---|---|---|---------|

MISSION CAPABLE TRAINING

| | | | | | | | | | |
|-----|-----|-----|---|------|---|---|---|--|--|
| FAM | 100 | 0.0 | * | 15.0 | x | x | | | |
| | 101 | 2.0 | * | 15.0 | x | x | x | | |
| | 102 | 2.0 | * | 15.0 | x | x | | | |
| | 103 | 2.0 | * | 15.0 | x | x | x | | |

MISSION READY TRAINING

| | | | | | | | | | |
|------|-----|-----|---|-----|---|---|---|--|--|
| ERAG | 200 | 3.0 | * | 5.0 | x | x | | | |
| | 201 | 3.0 | C | 5.0 | x | x | x | | |

MISSION QUALIFICATION TRAINING

| | | | | | | | | | |
|-----|-----|-----|---|------|---|---|--|--|--|
| REV | 300 | 3.0 | C | 15.0 | x | x | | | |
|-----|-----|-----|---|------|---|---|--|--|--|

FULL MISSION QUALIFICATION TRAINING

| | | | | | | | | | |
|------|-----|-----|---|------|---|---|---|---|--|
| TACK | 400 | 2.0 | C | 15.0 | x | x | x | x | |
|------|-----|-----|---|------|---|---|---|---|--|

Figure 8-1.--UC-12 Transport Aircrewman Refly Interval, Mission
Readiness Percentage.

TRANSPORT AIRCREWMAN FLIGHT UPDATE CHAINING

| <u>STAGE</u> | <u>FLIGHT</u> | <u>FLIGHTS UPDATED</u> |
|--------------|---------------|------------------------|
| FRAG | 201 | |
| REV | 300 | 201 |
| TACK | 400 | 201,300 |

Figure 8-2.--UC-12 Transport Aircrewman Flight Update Chaining

T&R MANUAL, VOLUME 4

CHAPTER 9

HH-46 (SAP) PILOT

CANCELED VIA MCO P3500.84

T&R MANUAL, VOLUME 4

CHAPTER 10

HH-46 (SAR) CREW CHIEF

CANCELED VIA MCO P3500.84

T&R MANUAL, VOLUME 4

CHAPTER 11

HH-46 (SAR) RESCUE AIRCREWMAN

CANCELED VIA MCO P3500.84

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CHAPTER 12

HH-46 (SAR) SAR MEDICAL TECHNICIAN

CANCELED VIA MCO P3500.84

CHAPTER 13

UH-1N (SAR) PILOT

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****NOTE****

Aircrew coordination will be briefed fox all flight and aircrew positions.

1-11

CHAPTER 7

UH-IN (SAR) PILOT

1300. PROGRAMS OF INSTRUCTION (P01) FOR CONVERSION SAR PILOT

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|----------------------------------|-----------------|
| 1 | Ground School | SOMS |
| 2-3 | Mission Ready Training | SOMS |
| 4-7 | Mission Qualification Training | SOMS |
| 8 | Full Mission Qualification Train | SOMS |

1301. P01 FOR REFRESHER SAR PILOT

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|--------------------------------|-----------------|
| 1 | Ground School | SOMS |
| 2-3 | Mission Ready Training | SOMS |
| 4-5 | Mission Qualification Training | SOMS |
| 6 | Full Mission Qualification | SOMS |

1302. P01 FOR INSTRUCTOR SAR PILOT

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|-----------------------|-----------------|
| 1 | Instructor Training | SOMS |
| 1 | Phase I NVGI Training | SOMS |

1303. P01 FOR SPECIAL FLIGHTS

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|-----------------------------|-----------------|
| N/A | Annual Evaluation Flights | SOMS |
| 1 | Formation Flight | SOMS |
| 2 | Night Vision Goggle Flights | SOMS |

1304. PREREQUISITES. Naval aviators assigned to UH-1N SAR billets shall be NATOPS qualified in model and preferably second tour UH-1 pilots. Aviators who are not qualified in model shall complete the appropriate combat capable training at the FRS as set forth in Chapter 6, MCO P3500.16.

1310. GROUND TRAINING COURSES OF INSTRUCTION

| <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|---------------------|-----------------|
| NITELAB | MAWTS-1 |

1311. SQUADRON LEVEL TRAINING

Aircraft Systems
Emergency Procedures
Weight, Balance, and Performance Data
All Weather Operations

13-3

Communications
 Passenger Briefing
 Local Course Rules
 Aircrew Coordination and Responsibilities
 NATOPS Open and Closed Book Examinations
 Search Planning
 SAR Equipment and Techniques
 SAR Publications
 SC, SMC, OSC, and SRU Responsibilities
 Command SAR Plans and SOP
 Night Operations Course

1320. FLIGHT TRAINING: CONVERSION SAR PILOT

1. Mission Capable Training. See paragraph 1304.

2. Mission Ready Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|----------------------|----------------|--------------|----------------|
| NATOPS Qualification | | - | 60.0 |
| Familiarization | 2 | 3.0 | 2.0 |
| Instruments | 1 | 1.5 | 1.0 |
| Navigation | 2 | 3.0 | 2.0 |
| Search and Rescue | 3 | 4.5 | 3.0 |
| SAR Check | <u>1</u> | <u>1.5</u> | <u>2.0</u> |
| Total | 9 | 13.5 | 70.0 |

3. Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|------------------------|----------------|--------------|----------------|
| Confined Area Landings | 2 | 3.0 | 1.0 |
| Search and Rescue | 14 | 20.0 | 13.0 |
| Navigation | <u>2</u> | <u>4.0</u> | <u>1.0</u> |
| Total | 18 | 27.0 | 15.0 |

4. Full-Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-----------------------------------|----------------|--------------|----------------|
| SAR HAC Check | 3 | 4.5 | 15.0 |
| Total for Conversion Pilot | 30 | 45.0 | 100.0 |

1321. REFRESHER SAR PILOT

1. Mission Capable Training. See paragraph 1304.

2. Mission Ready Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|----------------------|----------------|--------------|
| NATOPS Qualification | | |
| Familiarization | 2 | 3.0 |
| Instruments | 1 | 1.5 |
| Navigation | 2 | 3.0 |

1340

| | | | | |
|--------------|----------|----------|------------|------------|
| SAR Check | | <u>1</u> | | <u>1.5</u> |
| Total | 6 | | 9.0 | |

3. Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|------------------------|----------------|--------------|
| Confined Area Landings | 2 | 3.0 |
| Search and Rescue | 5 | 12.0 |
| Navigation | <u>2</u> | <u>4.0</u> |
| Total | 12 | 19.0 |

4. Full Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|---------------------------|----------------|--------------|
| SAR HAC Check | 2 | 3.0 |
| Total for Refresher Pilot | 20 | 31.0 |

1322. INSTRUCTOR UNDER TRAINING (IUT)

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|----------------------------|----------------|--------------|
| Familiarization | 1 | 1.0 |
| Instrument/Navigation | 1 | 1.0 |
| Confined Area Landings/SAR | <u>1</u> | <u>1.0</u> |
| Total | 3 | 3.0 |

1323. SPECIAL FLIGHTS TRAINING

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|---------------------------|----------------|--------------|
| Annual Evaluation Flights | 2 | 3.0 |
| Formation Flight | 1 | 1.5 |
| Night Vision Devices | <u>8</u> | <u>12.0</u> |
| Total | 11 | 16.5 |

1330. SIMULATOR TRAINING. Not applicable unless an approved UH-1N Instrument Trainer is available. Those flights which may be flown are indicated by an *'S".

1340. FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS1. General

a. Currently UH-1N Qualified. When assigned to a UH-1N SAR billet, a naval aviator who is currently UH-1N NATOPS qualified shall complete the Conversion P01 unless previously Chin (SAR) qualified.

b. Prior UH-1N (SAR) Qualified. When assigned to a UH-1N SAR billet, a naval aviator who is currently UH-1N NATOPS qualified, and who was previously UH-1N (SAR) qualified shall complete the refresher P01.

c. Not Currently UH-1N Qualified. When assigned to a UH-TN SAR billet, a naval aviator who is not currently UH-TN NATOPS qualified shall complete conversion or refresher training at the FRS, as set forth in MCDP P3500.16, Chapter 6, then complete the appropriate POT as set forth above.

d. Progression. PUT should complete all events in each phase before progressing (i.e., 100 series complete, then 200 series complete, etc.).

e. Pilots shall fly events annotated with an "NS'1 with Night Vision Goggles, for the entire flight. Minimum crew includes a qualified Aerial Observer for all events annotated with an "NS". Pilots may fly events annotated with "(NS)" with the option of using NVG1s.

2. Crew Requirement/Position Indicators. Each flight stage description indicates which EAR crewmembers are required and in which seat the PUT and IP will sit: e.g., PUT/IP (PUT left seat, IP right seat) or IP/PUI/CC/RA (IP left seat, PUT right seat, crew chief and rescue aircrewman required)

3. Aircrew Coordination. Aircrew coordination shall be briefed for all flights and/or events.

1341. MISSION READY TRAINING

1. General

a. Training conducted during the Mission Ready Phase should concentrate on preparing the PUT to serve as a copilot during actual SAR missions. PUT should complete all 200 series events before commencing 300 series phase.

b. Prior to flight, the PUT shall have completed the NATOPS open book examination within the previous 12 months.

c. Prior to SARX-240, a locally prepared reading list which shall include appropriate sections from the NATOPS manual, NWP 19-1, NWP-19, NWP 55-S-SAR, the unit SOP, and other locally pertinent publications shall be completed.

2. Familiarization

a. Purpose. To review flight characteristics, aircraft systems, limitations, emergency procedures and local course rules. To refine proficiency in all maneuvers contained in the familiarization stage.

b. General. Prior to FAM-200, conduct a thorough preflight/postflight inspection and cockpit familiarization to include blindfold cockpit check (emphasize SAR peculiar equipment). Flights will terminate with an instrument approach where practical.

c. Crew Requirement. PUT/TP/CC.

d. Flight Training (2 Flights, 3.0 Hours)

FAM-200 1.5 C,R 1 ACFT

Goal. Review normal procedures, basic CAL techniques, and introduce local course rules.

Requirement

(1) Introduce. Local course rules.

(2) Review. Start/Shutdown, normal takeoffs/landings, no hover takeoffs/landings, sliding takeoffs/landings, steep/precision approaches, power checks, wave-offs, high speed approaches, quick stops, tail rotor malfunctions, autorotations, low work, hover/taxi autorotations, engine failure, and use of checklists.

(3) Brief/Discuss. Selected emergency procedures, weight and balance, crew coordination, power checks, and course rules. Emphasize copilot responsibilities during confined area and mountainous operations.

FAM-201

1.5 C,R 1 ACFT N

Goal. Review normal procedures, basic CAL techniques and course rules at night.

Requirement

(1) Review. FAM-200 at night.

(2) Brief/Discuss. Night course rules and electrical failures.

3. Instruments

a. Purpose. To maintain proficiency in instrument flight skills and to introduce instrument procedures applicable to the local mission.

b. General. Instrument flights, whether day or night, should be conducted under actual conditions where practical or hooded in the case of simulated instrument flight.

c. Crew Requirement. PUI/IP/QO.

d. Flight Training (1 Flight, 1.5 Hours)

INST-210

1.5 C,R (5) 1 ACFT (N)

Goal. Review instrument procedures applicable to the local area.

Requirement

(1) Review. Flight planning, basic airwork, climbs/descents, navigation procedures, holding, instrument approaches (precision and nonprecision), and equipment use.

(2) Brief/Discuss. FLIP documents & local instrument procedures (emphasizing those applicable to actual SAR missions) and emergency procedures applicable to instrument flight.

4. Navigation

a. Purpose. To become familiar with navigation in the local mission area during day and night operations.

b. Crew Requirement. PUI/IP.

C. Flight Training (2 Flights, 3.0 Hours)

NAV-220 1.5 C,R 1 ACFT

Goal. Introduce the PUI to navigational procedures in the local operating area.

Requirement

(1) Introduce. Hospitals, roads, training sites, and other landmarks in the local operating area.

(2) Review. Use of UHF-DF.

(3) Brief/Discuss. HUED, maps, charts, and other aids to navigation in the local operating area. Emphasize the effects of weather and other variables on navigation.

NAV-221 1.5 C,R 1 ACFT N

Goal. Introduce navigation in the local mission area at night.

Requirement. Repeat NAV-220 at night.

5. Search and Rescue (SAR)

a. Purpose. To introduce basic SAR techniques and practice the copilot's duties during search and rescue operations.

b. Crew Requirement. PUI/IP/CC/RA

c. Flight Training (3 Flights, 4.5 Hours)

SAR-230 1.5 C 1 ACFT

Goal. Introduce basic search patterns, local air ambulance, and airfield mishap procedures.

Requirement

(1) Introduce

(a) Contour, trackline, creeping line, parallel, sector, and square search patterns.

(b) Procedures for airfield mishaps and other local air ambulance missions.

(2) Brief/Discuss. Basic search patterns, copilot's duties during air ambulance operations, aircraft equipment, local communications procedures, and other mission response/execution procedures.

SAR-231 1.5 C 1 ACFT

Goal. Introduce rappel, hoist and short haul operations.

Requirement

1342

(1) Introduce. Copilot's duties during rappel, hoist, and short haul operations.

(2) Review. Any 2 search patterns.

(3) Brief/Discuss. Procedures for rappel, hoist, and short haul operations including emergency procedures.

SAR-232

1.5 C 1 ACFT N

Goal. Introduce copilot's duties during rappel, hoist and short haul operations at night.

Requirement

(1) Introduce. Techniques for standoff lighting while hovering and EDGE operations from the left seat.

(2) Review. SAR-231 at night practicing 2 different search patterns.

(3) Brief/Discuss. Lighting for night searches and rescues.

6. SAR Check

a. Purpose. To review all previous areas of instruction and evaluate the Poi's ability to perform copilot duties during search and rescue operations. Prior to H2P designation pilots shall be NATOPS qualified (i.e., PAM)

b. Crew Requirement. PUI/IP/CC/RA.

c. Flight Training (1 Flight, 1.5 Hours)

SARX-240

1.5 C,R E 1 ACFT (N)

Goal. SAR evaluation flight.

Requirement. PUI must demonstrate a thorough knowledge of the aircraft systems, emergency procedures, normal operating procedures from the left seat, and basic search and rescue procedures. Emphasize copilot responsibilities during all maneuvers.

1342. MISSION QUALIFICATION TRAINING

1. Confined Area Landings (CAL)

a. Purpose. To refine proficiency in confined and mountainous area flight techniques.

b. Crew Requirement. IP/PUI/CC.

c. Flight Training (2 Flights, 3.0 Hours)

CAL-300

1.5 C,R 1 ACFT

Goal. Practice confined and mountainous area landings.

Requirement

(1) Review

(a) Power checks, one skid landings, downwind landings, slope landings, minimum rotor clearance approaches, and HOGE at 50-150 feet AGL.

(b) Approach planning, precision/obstacle approaches, max power takeoffs, crosswind/no-hover landings, waveoffs, power control, area navigation, and landing zone selection/identification in rough or mountainous terrain (including the use of unprepared landing sites where available)

(2) Brief/Discuss. Crew coordination, power checks, mountain winds, landing site evaluation, power settling, effects of high altitude, turbulent air flight techniques, and weather.

CAL-3011.5C,R 1 ACFT N

Goal. Practice confined and mountainous area landings at night.

Requirement

(1) Review. CAL-300 at night and refine the use of aircraft lighting.

(2) Brief/Discuss. Interior and exterior aircraft lighting including the Sx-16 Nightsun.

2. Search and Rescue (SAR)

a. Purpose. To develop proficiency in inland search and rescue techniques. To further refine proficiency in confined area and mountainous operations.

b. Crew Requirement. IP/PUI/CC/EA.

c. Flight Training (14 Flights, 20.0 Hours)

SAR-3101.0C 1 ACFT

Coal. Introduce rappel operations.

Requirement

(1) Introduce. Rappel operations in a simple environment at 50-150 feet AGL. Emphasize altitude, drift, and yaw control. Perform a minimum of 6 evolutions.

(2) Review. Local area navigation.

(3) Brief/Discuss. Rappel procedures, technique, and emergency procedures.

SAR-3111.0C 1 ACFT

Goal. Introduce hoist operations.

Requirement

(1) Introduce. Hoist operations in a simple environment at 50-150 feet AGE. Emphasize altitude, drift, and yaw control. Perform a minimum of 3 evolutions.

(2) Review. Local area navigation.

(3) Brief/Discuss. Hoist procedures, technique, and emergency procedures.

SAR-312

1.5 C,R 1 ACET

Goal. Practice combined rappel and hoist operations.

Requirement

(1) Review

(a) Combined rappel and hoist operations as dictated by local geographical conditions. Conduct operations at 50-150 feet AGI in a simple environment. Emphasize altitude, drift, and yaw control. Perform a minimum of 2 evolutions.

(b) Local area navigation.

(2) Brief/Discuss. Procedures for combined rappel and hoist operations.

SAR-313

1.5 C,R 1 ACFT N

Goal. Practice combined rappel and hoist operations at night.

Requirement

(1) Review. SAR-312 at night.

(2) Brief/Discuss. Illumination techniques including standoff lighting.

SAR-314

1.5 C 1 ACET

Goal. Introduce rappel and hoist operations in rough terrain.

Requirement

(1) Introduce. Rappel & hoist techniques in mountainous and very confined areas (including ravines & pinnacles where practical). Conduct operations at 50-150 feet AGI, simulating realistic conditions while emphasizing altitude, drift, and yaw control. Perform a minimum of 2 evolutions.

(2) Review. One skid landings, slope landings, minimum rotor clearance approaches, and power checks.

(3) Brief/Discuss. Mountainous area flying techniques applicable local communications procedures and other factors affecting rappel & hoist maneuvers in rough terrain.

SAR-3151.5 C 1 ACFT N

Goal. Introduce rappel and hoist operations in rough terrain at night.

Requirement. Review SAR-314 at night.

SAR-3161.5 C,R 1 ACFT

Goal. Practice rappel and hoist operations in rough terrain.

Requirement

(1) Review

(a) Rappel and hoist operations in mountainous and very confined areas (including ravines and pinnacles where practical). Conduct operations at 50-150 feet AGL, simulating realistic conditions while emphasizing altitude, drift, and yaw control. Perform a minimum of 2 evolutions.

(b) One skid landings, slope landings, minimum rotor clearance approaches, and power checks.

SAR-3171.5 C,R 1 ACFT N

Goal. Practice rappel and hoist operations in rough terrain at night.

Requirement. Review SAR-316 at night.

SAR-3181.5 C 1 ACFT

Goal. Introduce rappel and short haul operations.

Requirement

(1) Introduce. Rappel and short haul operations in a simple environment. Emphasize altitude, drift, and yaw control. Perform a minimum of 2 evolutions.

(2) Brief/Discuss. Short haul emergency procedures.

SAR-3191.5 C,R 1 ACFT

Goal. Practice rappel and short haul operations in rough terrain.

Requirement

(1) Review. SAR-318 in rough terrain.

(2) Brief/Discuss. Weather, altitude, aircraft limitations, and other factors affecting short hauls in rough terrain.

SAR-3201.5 C 1 ACFT N

Goal. Introduce rappel and short haul operations at night.

Requirement. Review SAR-318 at night, emphasizing lighting techniques.

SAR-321 1.5 C,R 1 ACFT N

Goal. Practice rappel and short haul operations in rough terrain at night.

Requirement. Review SAR-319 at night, emphasizing lighting techniques.

SAR-322 1.5 C,R 1 ACFT

Goal. Practice all SAR procedures during a simulated SAR scenario.

Requirement

(1) Review. Using a scenario, practice aerial search patterns, one short haul, one rappel and hoist maneuver, communications, navigation, and all other SAR mission areas.

(2) Brief/Discuss. Search pattern types, air ambulance procedures, communications, and required documentation as required.

SAR-323 1.5 C,R 1 ACFT N

Goal. Practice all SAR procedures during a simulated night SAR scenario.

Requirement. Repeat SAR-322 at night.

3. Navigation

a. Purpose. To become familiar with remote or extended area navigation during day and night operation.

b. Crew Requirement. IP/PUI.

c. Flight Training (2 Flights, 4.0 Hours)

NAV-330 2.0 C,R 1 ACFT

Goal. Familiarize the PUI with remote portions of the Unit's area of responsibility or locations outside the area where missions are frequently conducted during daylight.

Requirement. Navigate to remote locations as dictated by local unit requirements.

NAV-331 2.0 C,R 1 ACFT N

Goal. Familiarize the PUI with remote portions of the unit's area of responsibility or locations outside the area where missions are frequently conducted at night.

Requirement. Navigate to remote locations as dictated by local unit requirements at night.

1343. FULL MISSION QUALIFICATION TRAINING1. SAR HAC Check

a. Purpose. To evaluate proficiency in all flight characteristics peculiar to UH-1N inland search and rescue operations.

b. Crew Requirement. IP/PUI/OC/PA.

c. Flight Training (3 Flights, 4.5 Hours)

HACX-400 1.5 C, R 1 ACFT (N)

Goal. SAP HAC evaluation review.

Requirement. Review all SAR procedures, emergency procedures, and normal maneuvers applicable to the local SAP mission.

HACX-401 1.5 C,R E 1 ACFT

Goal. SAP HAC evaluation flight.

Requirement. During a search and rescue scenario(s) the PUI must demonstrate a thorough knowledge of aircraft systems, capabilities, limitations, and emergency procedures. He must demonstrate a working knowledge of the National SAP System and a thorough knowledge of the local SAP mission. The PUI must also possess the ability to operate the aircraft in varying emergency and meteorological conditions (good headwork must be exercised)

HACX-402 1.5 C, P E 1 ACFT N

Goal. Conduct the night portion of the initial SAP HAC evaluation.

Requirement. Repeat HACX-401 at night.

1350. IUT FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS1. General

a. Qualification. An IUT will be qualified to instruct all flights in a particular stage of training once he has completed the corresponding IUT stage flight.

b. Standardization. Techniques of instruction and standardization will be stressed on all IUT flights. More emphasis should be placed on discussion of standardization criteria and proper procedures than on the actual flying portion of each IUT flight.

c. Roles. The IP will play the role of the PUI and the IUT will instruct to the greatest extent possible on all IUT flights.

d. Crew Requirement. IUT/IP (IUT/IP/CC/RA for IUT-502)

e. Flight Training (3 Flights, 3.0 Hours)

1351

IUT-5001.01 ACFTGoal. Qualify the JUT to instruct FAM/INST stage flights.Requirement(1) Review. All FAM/INST maneuvers with emphasis on appropriate safety margins.(2) Brief/Discuss. Procedures for all FAM/INST maneuvers, standardization criteria, and safety parameters for each.IUT-5011.01 ACFTGoal. Qualify the JUT to instruct NAV/CAL stage flights.Requirement(1) Review. All NAV/CAL maneuvers with emphasis on appropriate safety margins.(2) Brief/Discuss. Procedures for all NAV/CAL maneuvers, standardization criteria, and safety parameters for each.JUT-5021.01 ACFTGoal. Qualify the JUT to instruct SAR stage flights.Requirement(1) Review. All SAR maneuvers with emphasis on appropriate safety margins.(2) Brief/Discuss. Procedures for all SAR maneuvers, standardization criteria, and safety parameters for each.2. Night Vision Devices. Night System Instructor (NSI) training will be conducted per the MAWTS-1 Course Catalog.1351. SPECIAL FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS1. Annual Evaluation Flightsa. Purpose. To conduct annual instrument and NATOPS evaluations.b. Crew Requirement. IP/HAC/CC and QO for EVAL-600.c. Flight Training (2 Flights, 3.0 Hours)EVAL-6001.5E (S) 1 ACFT (N)Goal. Conduct the annual instrument check.Requirement. Complete the instrument check per current directives. The IP shall be a member of the unit Instrument Flight Board.

EVAL-601 1.5 E 1 ACFT (N)

Goal. Conduct the annual NATOPS evaluation.

Requirement. Complete the NATOPS check per the UH-1N NATOPS manual. This flight may be flown in conjunction with EVAL-600, or HACX-401/402.

2. Formation Flight

a. Purpose. To develop the ability to rendezvous and fly formation maneuvers in support of SAR missions.

b. General. At least one pilot in the flight shall be a designated section leader.

c. Crew Requirement. IP/PUI/CC.

d. Flight Training (1 Flight, 1.5 Hours)

FORM-610 1.5 2 ACFT

Goal. Review formation procedures and maneuvers.

Requirement. Review section takeoffs, parade position, parade turns, climbs and descents, cross-overs, break-up & rendezvous', overruns, lead changes, section landings, cruise position, and scouting line.

3. Night Vision Devices (NVD) (HLL)

a. Purpose. To provide the ability to safely utilize NVD's while conducting search and rescue operations during hours of darkness under High Light Level (HLL) conditions (above .0022 lux) using NVD's.

b. General. The MAWTS-1 Night Operations Course and NITELAB shall be completed prior to conducting NVD flights. The IP shall be a designated Night Systems BAR Instructor (NSSI). Both the crew chief and observer shall be NSQ HLL. At the successful completion of this stage the PUI will NSSQ HLL.

c. Safety

(1) Rappels, hoists, and shorthauls shall not be conducted while any crewmember is wearing NVD's.

(2) Refer to MCO P3500.14, Chapter 9 for NVD policies.

d. Crew Requirement. IP/PUI/CC/O.

e. Prerequisite. SAR-201

f. Flight Training (5 Flights, 7.5 Hours)

NVD-620 1.5 C 1 ACFT NB

Goal. Introduce NVD low work and pattern work.

Requirement

(1) Introduce. The wearing and use of NVDs while performing taxi, basic low work, takeoffs/landings at an unlighted field or remote landing site, quick stops, slide on landings, autorotations (90 degree, 180 degree), single engine failures, and hovering/taxiing autorotations. Minimum of five touch and go landings for completion.

(2) Brief/Discuss. The use of NVD's, goggle and degoggle procedures, NVD battery failure, NVD tube failure, and crew/cockpit coordination.

Prerequisite. FAM-201

NVD-621

1.5 C,R 1 ACFT NS

Goal. Develop proficiency with NVD's, demonstrate/introduce confined area operations using NVDs.

Requirement

(1) Review. NVD-620

(2) Brief/Discuss. Inadvertent IMC procedures, visual illusions, and night flight techniques.

(3) Demonstrate/Introduce. Confined area approaches, take off and landings (to include the application of steep approaches) using NVDs to a lighted or unlit confined area. Use aircraft ground lighting systems; e.g. chemlights.

Prerequisite. NVD-620

NVD-622

1.5 C 1 ACFT NS

Goal. Develop proficiency with NVD's, demonstrate/introduce mountain area operations using NVDs.

Requirement

(1) Demonstrate. Proficiency with NVD's while conducting CAL operations and navigation procedures.

(2) Introduce. NVD MAL procedures.

(3) Review

(a) Lookout procedures required during navigation and confined area landing. Stress safety procedures, aircraft clearance and terrain effects while using NVD's.

(b) The use of check points, time distance checks, barrier features, prominent terrain features, and map preparation while using NVD's.

(4) Discuss. Slope, grade, and wind considerations, wave-off, and power available versus power required while performing MAL' 5.

Prerequisite. NVD-621

NVD-623 1.5 C 1 ACFT NB

Goal. Develop proficiency with NVDs in a HLL environment.

Requirement

- (1) Refine. NVD CAL and MAL procedures.
- (2) Review. NVD navigational techniques and NVD emergency procedures.

Prerequisite. NVD-622

NVD-624 1.5 C,R E 1 ACFT NB

Goal. Refine crew coordination during a night BAR mission in an HLL environment.

Requirement

- (1) Demonstrate. Proficiency in the use of NVD's above .0022 lux.
- (2) Review. Procedures for NVD navigation, map preparation, CALLs, MALs, and NVD emergency procedures.
- (3) Brief/Discuss. Crew coordination, comfort levels, situational awareness, and terrain suitability and obstacle clearance.

Prerequisite. NVD-623

4. Night Vision Devices (NVD) (LLL)

a. Purpose. To develop proficiency to conductor operations while using NVD's in the Low Light Level (LLL) environment (below .0022 lux)

b. General

- (1) PUI shall be NBBQ HLL.
- (2) Upon completion of this stage the PUI will be NSSQ LLL.

c. Ground Training. Review the MAWTS1 NVD Manual.

d. Crew Requirement. IP/PUI/CC/O

e. Prerequisite. NVD-624

f. Flight Training (3 Flights, 4.5 hours)

NVD-630 1.5 C 1 ACFT NS

Goal. Perform NVD low work and pattern work during low light level conditions.

1360

Requirement

- (1) Perform. Basic low work and pattern work.
- (2) Brief/Discuss. The use of NVD1s during low light level conditions, to include battery failure and crew coordination.

Prerequisite. NVD-624NVD-631

1.5 C 1 ACET NS

Goal. Develop proficiency in CAL1s, MAL1s, and navigation procedures while using NVD's during low light level conditions.

Requirement

- (1) Conduct. CAL's, MAL's and navigation flight while using NVD's during low light level conditions.
- (2) Brief/Discuss. Comfort levels, map preparation, and crew coordination.

Prerequisite. NVD-630NVD632

1.5 C,R E 1 ACET NS

Goal. To develop proficiency in the low light level environment.

Requirement

- (1) Conduct. Simulated SAR mission under low light level environment.
- (2) Brief/Discuss. NVD navigation, map preparation, crew coordination, and comfort level.

Prerequisite. NVD-6311360. ORDNANCE REQUIREMENTS. Not applicable.

13-19

AIRCRAFT: UH-1N (SAR) MOS: 7563 CREW POSITION: PILOT

| FLIGHT STAGE | TRAINING CODE | HRS | REFLY INTERVAL | MRP | C | R | E | REMARKS |
|--|---------------|-----|-------------------|-----|---|---|---|----------------|
| MISSION READY TRAINING | | | | | | | | |
| FAM | 200 | 1.5 | 3 | 1.0 | X | X | | 1 ACFT |
| | 201 | 1.5 | 3 | 1.0 | X | X | | 1 ACFT N |
| INST | 210 | 1.5 | 6 | 1.0 | x | x | | 1 ACFT (N) (S) |
| NAV | 220 | 1.5 | 6 | 1.0 | x | x | | 1 ACFT |
| | 221 | 1.5 | 6 | 1.0 | X | X | | 1 ACFTN |
| SAR | 230 | 1.5 | C | 1.0 | x | | | 1 ACFT |
| | 231 | 1.5 | 3 | 1.0 | x | | | 1 ACFT |
| | 232 | 1.5 | 3 | 1.0 | x | | | 1 ACFT N |
| SARX | 240 | 1.5 | C | 2.0 | x | x | x | 1 ACFT (N) |
| MISSION QUALIFICATION TRAINING | | | | | | | | |
| CAL | 300 | 1.5 | 1 | 0.5 | x | x | | 1 ACFT |
| | 301 | 1.5 | 1 | 0.5 | x | x | | 1 ACFTN |
| SAR | 310 | 1.0 | C | 0.5 | x | | | 1 ACFT |
| | 311 | 1.0 | C | 0.5 | x | | | 1 ACFT |
| | 312 | 1.5 | 6 | 1.0 | X | X | | 1 ACFT |
| | 313 | 1.5 | 6 | 1.0 | x | x | | 1 ACFT N |
| | 314 | 1.5 | C | 1.0 | X | | | 1 ACFT |
| | 315 | 1.5 | C | 1.0 | x | | | 1 ACFT N |
| | 316 | 1.5 | 1 | 1.0 | X | X | | 1 ACFT |
| | 317 | 1.5 | 1 | 1.0 | x | x | | 1 ACFTN |
| | 318 | 1.5 | 6 | 1.0 | X | | | 1 ACFT |
| | 319 | 1.5 | 1 | 1.0 | x | x | | 1 ACFT |
| | 320 | 1.5 | 6 | 1.0 | x | | | 1 ACFT N |
| | 321 | 1.5 | 1 | 1.0 | X | X | | 1 ACFT N |
| | 322 | 1.5 | 3 | 1.0 | x | x | | 1 ACFT |
| | 323 | 1.5 | 3 | 1.0 | x | x | | 1 ACFT N |
| NAV | 330 | 2.0 | C | 1.0 | X | X | | 1 ACFT |
| | 331 | 2.0 | C | 1.0 | x | x | | 1 ACFT N |
| FULL MISSION QUALIFICATION TRAINING | | | | | | | | |
| HACX | 400 | 1.5 | C | 3.0 | X | | X | 1 ACFT (N) |
| | 401 | 1.5 | C | 6.0 | x | x | x | 1 ACFT |
| | 402 | 1.5 | * | 6.0 | x | x | x | 1 ACFT N |
| INSTRUCTOR TRAINING | | | | | | | | |
| IUT | 500 | 1.0 | | | | | | 1 ACFT |
| | 501 | 1.0 | | | | | | 1 ACFT |
| | 502 | 1.0 | | | | | | 1 ACFT |

Figure 13-1.--UH-1N (SAR) Pilot Refly Interval, Mission Readiness Percentage.

AIRCRAFT: UH-1N (SAR) MOS: 7563 CREW POSITION: PILOT

| FLIGHT | | HRS | REFLY | | MRP | C | R | E | REMARKS |
|-------------------------|---------------|-----|----------|--|-----|---|---|---|---------------|
| STAGE | TRAINING CODE | | INTERVAL | | | | | | |
| SPECIAL FLIGHT TRAINING | | | | | | | | | |
| EVAL | 600 | 1.5 | C | | | | | x | 1 ACFT(N) (S) |
| | 601 | 1.5 | C | | | | | x | 1 ACFT (N) |
| FORM | 610 | 1.5 | C | | | | | | 2 ACFT |
| NVD | 620 | 1.5 | 6 | | | x | | | 1 ACET NS |
| | 621 | 1.5 | 6 | | | x | | | 1 ACFT1 NS |
| | 622 | 1.5 | 6 | | | x | | | 1 ACFT NS |
| | 623 | 1.5 | 6 | | | x | | | 1 ACFT NS |
| | 624 | 1.5 | 6 | | | x | x | | 1 ACFT NS |
| | 630 | 1.5 | 6 | | | x | | | 1 ACFT NS |
| | 631 | 1.5 | 6 | | | x | | | 1 ACFT NS |
| | 632 | 1.5 | C | | | x | x | x | 1 ACFT NS |

Figure 13-1.--UH-1N (SAR) Pilot Refly Interval, Mission Readiness Percentage,

Continued.

UH-1N (SAP) PILOT FLIGHT UPDATE CHAINING

| <u>STAGE FLIGHT</u> | | <u>FLIGHTS UPDATED</u> |
|-------------------------|-----|--|
| FAM | 200 | |
| | 201 | 200 |
| INST | 210 | |
| NAV | 220 | |
| | 221 | 220 |
| SAP | 230 | |
| | 231 | 230 |
| | 232 | 230, 231 |
| SARX | 240 | |
| CAL | 300 | |
| | 301 | 300 |
| SAP | 310 | 220 |
| | 311 | 220 |
| | 312 | 310, 311 |
| | 313 | 310, 311, 312 |
| | 314 | 310, 311, 312 |
| | 315 | 310, 311, 312, 313, 314 |
| | 316 | 310, 311, 312, 314, 316 |
| | 317 | 310, 311, 312, 313, 314, 315, 316 |
| | 318 | 310 |
| | 319 | 310, 318 |
| | 320 | 310, 318 |
| | 321 | 310, 318, 319, 320 |
| | 322 | 220, 310, 311, 312, 314, 318 |
| | 323 | 220, 221, 310, 311, 312, 313, 314, 315, 318, 320, 321, 322 |
| NAV | 330 | 220 |
| | 331 | 220, 221, 330 |
| HACX | 400 | 220, 310, 311, 312, 314, 318, 322 |
| | 401 | 220, 240, 310, 311, 312, 314, 318, 322, 400 |
| | 402 | 220, 221, 240, 310, 311, 312, 313, 314, 315, 318, |
| 320, 322, 323, 400, 401 | | |

Figure 13-2.--UH-1N (SAP) Pilot Flight Update Chaining.

CHAPTER 14

UH-1N (SAR) CREW CHIEF

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* * NOTE * *

Aircrew coordination will be briefed has all flights and aircrew positions.

1420

CHAPTER 14

UH-1N (SAR) CREW CHIEF

1400. PROGRAMS OF INSTRUCTION (P01) FOR BASIC (SAR) CREW CHIEF

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|----------------------------------|-----------------|
| 1 | Rappel School | HC-16 |
| 2-3 | Ground School | SOMS |
| 4-15 | UH-1N Search and Rescue Training | SOMS |

1401. P01 FOR CONVERSION AND REFRESHER (SAR) CREW CHIEF

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|----------------------------|-----------------|
| 1-2 | Ground School | SOMS |
| 3-12 | Search and Rescue Training | SOMS |

1402. P01 FOR INSTRUCTOR TRAINING

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|---------------------|-----------------|
| 1 | Instructor Training | SOMS |

1403. P01 FOR SPECIAL MISSION TRAINING

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|--------------------------------|-----------------|
| N/A | Annual Evaluation flight | SOMS |
| 1 | Formation flight | SOMS |
| 1 | Night Vision Goggle Operations | SOMS |

1410. GROUND TRAINING COURSES OF INSTRUCTION. Appropriate NAMTRAGRUDET
(if applicable)

NITELAB MAWTS-1

1411. SQUADRON LEVEL TRAINING

Publications and Related Directives
Survival and First Aid
Communication Procedures
Aircrew Coordination/Responsibilities
Safety
Search and Rescue Equipment
Emergency Procedures
Local Course Rules
Night Operations Course

1420. FLIGHT TRAINING: BASIC (SAR) CREW CHIEF1. Mission Capable Training

14-3

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|------------------------|----------------|--------------|----------------|
| Basic Qualification | | | 25.0 |
| Familiarization | 5 | 7.5 | 12.5 |
| Navigation | 4 | 5.0 | 10.0 |
| Confined Area Landings | 3 | 4.5 | 7.5 |
| Instruments | 1 | 1.5 | 5.0 |
| Total | 13 | 16.5 | 60.0 |

2. Mission Ready Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|------------------------|----------------|--------------|----------------|
| Navigation | 6 | 7.0 | 5.0 |
| Confined Area Landings | 5 | 7.5 | 5.0 |
| Total | 11 | 14.5 | 10.0 |

3. Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|----------------------------|----------------|--------------|----------------|
| Search and Rescue Training | 18 | 19.0 | 20.0 |

4. Full Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|---|----------------|--------------|----------------|
| SAR Crew Chief Check | 2 | 3.0 | 10.0 |
| Total for Ba5ic (SAR) Crew Chief | 44 | 55.0 | 100.0 |

1421. CONVERSION AND REFRESHER (SAR) CREW CHIEF1. Mission Capable Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|--------------|----------------|--------------|
| Navigation | 4 | 5.0 |

2. Mission Ready Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|------------------------|----------------|--------------|
| Navigation | 6 | 7.0 |
| Confined Area Landings | 4 | 6.0 |
| Total | 10 | 13.0 |

3. Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|----------------------------|----------------|--------------|
| Search and Rescue Training | 16 | 19.0 |

4. Full Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|----------------------|----------------|--------------|
| SAR Crew Chief Check | 2 | 3.0 |

1440

| | | |
|--|----|------|
| Total for Conversion and Refresher Crew Chief | 34 | 40.0 |
|--|----|------|

1422. INSTRUCTOR UNDER TRAINING (IUT)

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|--|----------------|--------------|
| Familiarization/Navigation/Instrument | 1 | 1.5 |
| Confined Area Landings/Search and Rescue | 1 | 1.5 |
| Total | 2 | 3.0 |

1423. SPECIAL MISSION TRAINING

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|--------------------------|----------------|--------------|
| Annual Evaluation Flight | 1 | 1.5 |
| Formation Flight | 1 | 1.5 |
| Night Vision Devices | 8 | 12.0 |
| Total | 10 | 15.0 |

1430. SIMULATOR TRAINING. Not applicable.1440. FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS1. General

a. UH-1N Qualified. When assigned to a UH-1N (SAR) billet, a designated Crew Chief (MOS 6174) who holds a current UH-1N NATOPS qualification shall complete the refresher syllabus.

b. Prior UH-1N SAR Qualification. When assigned to a UH-1N (SAR) billet, a designated Crew Chief (MOS 6174) who previously held a UH-1N (SAR) qualification shall complete the refresher syllabus.

c. No Previous UH-1N Qualification. When assigned to a UH-1N (SAR) billet, designated Crew Chiefs (MOS 6172, 6173, 6175) shall complete the basic syllabus along with appropriate plane captain prerequisites.

d. Crew Positions. Certain flights require that the Crew Chief under instruction (CCUI) be in a designated position. Crew position will be indicated on the top line of each flight description; CCUI/ICC e.g., (CCUI will assume the Crew Chief position)

e. Progression. CCUI should complete all stages within each phase before progressing to the next phase.

f. Crew members shall fly events annotated with an "NS" with Night Vision Goggles, for the entire flight. Minimum crew includes a qualified Aerial Observer for all events annotated with an "NS". Crew members may fly events annotated with "(NS)" with the option of using NVG1s.

2. Aircrew Coordination. Aircrew coordination shall be briefed for all flights and/or events.

1441. MISSION CAPABLE TRAINING1. General

a. Prior to flight training, the CCUI shall complete the NATOPS open book examination.

b. A locally prepared reading list which shall include appropriate sections from the NATOPS manual, NWP 19, NWP 19-1, NWP 55-8-SAR, the unit SOP, and other locally pertinent publications will be completed prior to cCx-400/4()1.

2. Familiarization

a. Purpose. To become familiar with the responsibilities of a UH-1N (SAR) Crew Chief to include aircraft flight characteristics, limitations, aircraft systems, and proficiency in assisting the pilots in all aspects of flight.

b. Crew Requirement. CCUI/ICC.

c. Flight Training (5 Flights, 7.5 Hours)

FAM-100 1.5 C 1 ACFT

Goal. To become familiar with the UH-1N.

Requirement

(1) Introduce. Preflight, postflight, start procedures, in-flight emergency procedures, look-out procedures, communication procedures, passenger briefing, and aircraft configuration.

(2) Brief/Discuss. Inflight emergency procedures, SAR area of responsibility, aircraft security, and local field course rules.

FAM-101 1.5 C 1 ACFT

Goal. To become familiar with the UH-1N.

Requirement

(1) Introduce. Crew chief duties to include zone briefs, lookout procedures, and takeoff & landing procedures.

(2) Review. Emergency procedures, aircraft limitations, passenger briefing, and flight characteristics.

(3) Brief/Discuss. In-flight emergency procedures.

FAM-102 1.5 C 1 ACFT

Goal. Become familiar with UH-1N emergency procedures.

Requirement

1441

(1) Introduce. Simulated in-flight emergencies, i.e. autorotations, cut guns, and slide-on's.

(2) Review. All previous FAM work.

FAM-103 1.5 C 1 ACFT N

Goal. To become familiar with UB-iN night operations.

Requirement. Review FAM-101 at night.

FAM-104 1.5 C 1 ACFT N

Goal. To become familiar with the UH-1N emergency procedures at night.

Requirement. Review FAM-102 at night.

3. Navigation

a. Purpose. To become familiar with navigating principles/techniques and become proficient at navigating within the SAR local operating area.

b. Crew Requirement. CCUI/ICC.

c. Flight Training (4 Flights, 5.0 hours)

NAV-110 1.5 C,R 1 ACFT

Goal. Become familiar with local operating area.

Requirement

(1) Introduce. Local hospitals, their landing zones/approach departure routes, major highways, and cities.

(2) Brief/Discuss. Map locations of hospitals, surrounding cities, local highways, and outlying communities.

NAV-111 1.5 C,R 1 ACFT

Goal. Become familiar with local confined area landing (CAL) sites.

Requirement

(1) Introduce. Navigation procedures to all local CAL sites to include recognition of major landmarks, ridgelines, canyons etc.

(2) Review. Emergency procedures.

NAV-112 1.0 C,R 1 ACFT N

Goal. Become familiar with the local area at night.

Requirement. Repeat NAV-110 at night.

NAV-113 1.0 C,R 1 ACFT N

Goal. Became familiar with the local confined area landing sites at night.

Requirement. Review NAV-111 at night.

4. Confined Area Landings (CAL)

a. Purpose. To become familiar with operating procedures and techniques within mountainous confined areas.

b. Crew Requirement. CCUI/ICC.

c. Flight Training (3 Flights, 4.5 Hours)

CAL-120 1.5 C 1 ACFT

Goal. To become familiar with confined area landing Procedures and mountainous terrain characteristics.

Requirement

(1) Introduce. Proper clearance techniques and lookout procedures during CALs.

(2) Review. Local CAL site locations by landing in various confined areas.

(3) Brief/Discuss. Mountainous wind characteristics, settling with power, and power settling recognition.

CAL-121 1.5 C 1 ACFT

Goal. Become familiar with CAL procedures.

Requirement

(1) Demonstrate. Oneskid and sloped landing procedures.

(2) Review. Normal CAL procedures and locations.

CAL-122 1.5 C 1 ACFT N

Goal. Become familiar with CAL operations at night.

Requirement

(1) Demonstrate. Basic CAL procedures to include zone briefs, approach/departure routes, and waveoff recognition.

(2) Brief/Discuss. HIGH and HOGE procedures and theory.

5. Instruments

a. Purpose. To become familiar with instrument flight and the use of special flight publications.

b. Crew Requirement. CCUI/ICC.

1442

C. Flight Training (1 Flight, 1.5 Hours)

INST-130 1.5 C (S) 1 ACFT (N)

Goal. To become familiar with IER flight.Requirement. Introduce the use of IFR/VFR supplements and other documents such as VFR sectionals. Also make several IFR approaches under IFR conditions when possible.1442. MISSION READY TRAINING1. Navigationa. Purpose. To become proficient at advanced navigation technique and procedures within the SAR local & extended areas.b. Crew Requirement. CCUI/ICC.c. Flight Training (6 Flights 7.0 Hours)

NAV-200 1.0 C,R 1 ACFT

Goal. Become proficient at navigating within the SAR local operating area.Requirement(1) Demonstrate. Effective navigation techniques to local hospitals, surrounding cities, local roads & highways, and outlying communities.(2) Review. Aircraft limitations and emergency procedures.(3) Brief/Discuss. Recognition of major landmarks and terrain features used extensively for navigation.

NAV-201 1.0 C,R 1 ACFT

Goal. Become proficient at navigating within the BAR local confined area landing sites.Requirement

(1) Review

(a) Navigation procedures to all local CAL sites to include recognition of major landmarks, ridgelines, canyons, power lines, etc.

(b) Emergency procedures.

NAV-202 1.5 C,R 1 ACFT

Goal. To become proficient at navigating within the BAR local operating area.Requirement. Demonstrate proficiency in navigating to all CAL sites and hospitals within the BAR local area.

NAV-2031.5C,R 1 ACFT

Goal. Become proficient at navigating within the SAR "extended" operating areas.

Requirement

- (1) Introduce. Any extended areas of interest.
- (2) Review. The use of the IFR/VFR supplements and maps.
- (3) Brief/Discuss. Map locations of extended areas and discuss away from home operations.

NAV-2041.0C,R 1 ACFT N

Goal. To become proficient at navigating within the SAR local operating area at night.

Requirement. Repeat NAV-200 at night.

NAV-2051.0C,R 1 ACFT N

Goal. To become proficient at navigating within the SAR local confined area landing sites at night.

Requirement. Review NAV201 during the hours of darkness.

2. Confined Area Landings (CAL)

a. Purpose. To become proficient at confined area landing procedures and techniques.

b. Crew Requirement. CCUI/ICC.

c. Flight Training (5 Flights, 7.5 Hours)

CAL2101.5C,R 1 ACFT

Goal. To become proficient at sloped and oneskid landing responsibilities.

Requirement

- (1) Demonstrate. Proficiency during oneskid and slope landings.
- (2) Brief/Discuss. Emergency procedures, aircraft limitations, and dynamic rollover characteristics.

CAL-2111.5C 1 ACFT

Goal. To become proficient at advanced CAL operations.

Requirement. Demonstrate familiarity with approach/departure routes, CAL sites, specific terrain features, obstacles, waveoffs, and zone briefings. Make landings to all CAL sites when possible.

1443

CAL-212 1.5 C,R 1 ACFT

Goal. To become proficient at advanced CAL operations.

Requirement. Repeat CAL-211.

CAL-213 1.5 C,R 1 ACFT N

Goal. To become proficient at advanced CAL operations at night.

Requirement

(1) Repeat CAL-210 at night.

(2) Introduce the use of the SX-16 night sun search light for zone illumination and discuss its limitations due to haze.

CAL214 1.5 C,R 1 ACFT N

Goal. To become proficient at advanced CAL operations.

Requirement. Review CAL-211 at night.

1443. MISSION QUALIFICATION TRAINING

1. Search and Rescue (SAR)

a. Purpose. To develop proficiency in Search and Rescue techniques and procedures

b. General. Due to local SAP demands the need for specific rescue techniques varies between SAP commands. The two recognized rescue procedures are shorthaul and stokes evolution. As used herein stokes evolution refers to the rappel of the corpsman/rescue aircrewman, egress of the stokes litter, and finally a hoist of either both stokes litter and corpsman, or both separately. Shorthaul herein refers to shorthauling RA, combined RA/Patient, or RA/stokes litter.

c. Ground Training. CCUI will undergo ground training to become familiar with rappelling techniques. This will include a brief of aircraft rigging, shorthaul, and stokes voice procedures. The CCUI will also attend a demonstration of all SAP equipment to be used during this phase of training.

d. Use of Live Victims. While conducting stokes evolutions during this phase of training, the use of "live" victims in the stokes litter is prohibited.

e. Crew Requirement. CCUI/ICC/RA.

f. Flight Training (18 Flights, 19.0 Hours)

SAR-300 1.0 C,R 1 ACFT

Goal. To become familiar with conducting aircraft Rappelling operations.

Requirement

(1) Demonstrate. ICC demo Rappel Master responsibilities and special safety precautions (Demo at least 4 Rappels)

(2) Brief/Discuss. Aircraft rigging procedures, equipment safety inspection requirements, lost communication procedures, and rappelling emergency procedures.

SAR-301 1.0 C,R 1 ACET

Goal. To become proficient at Rappel Master techniques and safety responsibilities.

Requirement. Introduce Rappel Master responsibilities by performing 4 CAL site rappels.

SAR-302 1.0 C,R 1 ACFT

Goal. To become familiar with hoisting operations.

Requirement

(1) Introduce. Hoisting procedures. Conduct operations at 50 to 75 feet AGL in a simple environment. Practice Rappel Master techniques by conducting 2 rappels and use the hoist for each pick-up.

(2) Review. CAL site locations and local area navigation.

(3) Brief/Discuss. Rappelling safety procedures, voice procedures, hoist limitations, and emergency procedures while conducting hoist and rappel operations.

SAR-303 1.0 C,R 1 ACFT

Goal. Introduce stokes litter evolution.

Requirement

(1) Introduce. Stokes evolution in a simple environment stressing crew coordination and standardized voice procedures. Conduct a minimum of 5 evolutions. Rappels: 2 at 75, 1 at 100, 1 at 150, and 1 at 200. Hoists as desired.

(2) Brief/Discuss. Stokes evolution safety precautions, emergency procedures, and ground communication procedures.

SAR-304 1.0 C,R 1 ACET

Goal. Practice stokes evolution in moderately rough terrain.

Requirement

(1) Review. Stokes evolution in moderately rough terrain.

(2) Brief/Discuss. Jammed hoist, runaway hoist, hoist entanglement procedures, and the use of the quicksplice.

1443

(3) Review. CAL techniques emphasizing one skid and slope landings.

SAR-305 1.0 C,R 1 ACFT

Goal. Refine stokes evolution in moderately rough terrain.

Requirement. Review SAR-304.

SAR-306 1.0 C,R 1 ACFT N

Goal. Introduce stokes evolution at night.

Requirement

(1) Review. SAR-303 at night.

(2) Introduce. The use of the Sx-16 night sun searchlight for standoff lighting and pickup point illumination.

SAR-307 1.0 C,R 1 ACFT

Goal. Introduce shorthaul procedures.

Requirement

(1) Introduce. Shorthaul procedures in terrain free of obstacles, stressing crew coordination and standardized voice procedures. Conduct a minimum of 2 evolutions.

(2) Review. CAL site locations and local area navigation.

(3) Brief/Discuss. Single engine failure while performing hover work. Also discuss emergency rope cutting procedures.

SAR-308 1.0 C,R 1 ACFT N

Goal. Introduce stokes evolution in moderately rough terrain at night.

Requirement. Review SAR-304 at night.

SAR-309 1.0 C,R 1 ACFT

Goal. Introduce stokes evolution in rough terrain.

Requirement

(1) Review

(a) Stokes evolution in mountainous and very confined areas (including ravines and pinnacles where practical)

(b) One skid landings, slope landings, and minimum rotor clearances.

(2) Brief/Discuss. Mountain area flying and applicable local communications procedures.

SAR-3101.0 C,R 1 ACFT N

Goal. Introduce stokes evolution in rough terrain at night.

Requirement. Review SAR-309 at night.

SAR-3111.0 C,R 1 ACFT

Goal. Practice shorthaul procedures in rough terrain.

Requirement

(1) Review. Shorthaul procedures in rough terrain simulating realistic conditions. Perform a minimum of 2 evolutions. Conduct at least one evolution using cliff or vertical face techniques.

(2) Brief/Discuss. Shorthaul emergency procedures and other factors affecting shorthauls in rough terrain to include cliff or vertical face procedures.

SAR-3121.0 C,R 1 ACFT

Goal. Practice stokes evolution in rough terrain.

Requirement

(1) Review

(a) Stokes evolution in mountainous and very confined areas. Conduct operations simulating realistic conditions while striving for rapid stokes deployment and minimal A/C movement over pickup point. Perform a minimum of 2 evolutions.

(b) Hoist emergency procedures, belay line control, minimum rotor clearances, and standardized voice procedures.

SAR-3131.0 C,R 1 ACFT N

Goal. Practice shorthaul procedures in simple terrain at night.

Requirement. Review SAR307 at night.

SAR-3141.0 C,R 1 ACFT N

Goal. Practice stokes evolution in rough terrain at night.

Requirement. Review SAR-312 at night.

SAR-3151.0 C,R 1 ACFT N

Goal. Practice shorthaul procedures in rough terrain at night.

Requirement. Review SAR-311 at night.

SAR-3161.5 C,R 1 ACET

Goal. Practice all SAR procedures during a simulated SAR scenario.

Requirement

(1) Brief/Execute. Simulated rescue mission involving 1 shorthaul and 1 stokes evolution in rough terrain. This mission should include all facets of an actual mission from alert to patient delivery.

(2) Brief/Discuss. All emergency procedures and A/C limitations, air ambulance, and on-scene procedures.

SAR-317 1.5 C,R 1 ACFT N

Goal. Practice all SAR procedures during a simulated night SAR scenario.

Requirement. Review SAR-315 at night.

1444. FULL-MISSION QUALIFICATION TRAINING

1. Combat Qualification Check

a. Purpose. To certify that the CCUI is capable of executing all missions required of a UH-1N (SAR) crew chief.

b. General. The CCUI shall complete the NATOPS closed book exam and be CPR qualified prior to CCX-400/401.

c. Crew Requirements. CCUI/ICC/PA.

d. Flight Training (2 Flights, 3.0 Hours)

CCX-400 1.5 C,R E 1 ACFT

Goal. Day evaluation flight.

Requirement. CCUI will demonstrate a thorough knowledge of the helicopter systems, emergency procedures, CAL's, MAL's, hoist and rappel operations, rescue procedures, and the ability to perform these events under varying emergency and meteorological conditions. This check will include a simulated mission.

CCX-401 1.5 C,R E 1 ACFT N

Goal. Night evaluation flight.

Requirement. Repeat CCX-40C during the hours of darkness.

1450. IUT FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS

1. General

a. Qualification. An IUT will be considered qualified to instruct all flights in a particular stage of training once he has completed the corresponding IUT flights.

b. Standardization. Techniques of instruction and standardization shall be stressed on all IUT stage flights.

c. Roles. The ICC will play the role of the CCUI and the IUT will instruct to the greatest extent possible on all IUT flights.

d. Crew Requirements. IUT/ICC (IUT/ICC/RA for CSAR-501)

e. Flight Training (2 Flights, 3.0 Hours)

IUT500 1.5 1 ACFT

Goal. Qualify the IUT to instruct FAM/NAV/INST/CAL stage flights.

Requirement

(1) Review. All FAM/NAV/INST/CAL requirements with emphasis on appropriate safety margins.

(2) Brief/Discuss. In-flight emergency procedures, and standardization criterion.

IUT-501 1.5 1 ACFT

Goal. Qualify the IUT to instruct SAR stage flights.

Requirement

(1) Review. All SAR requirements with emphasis on appropriate safety margins.

(2) Brief/Discuss. Procedures for all SAR flights with regards to all safety precautions and standardization criterion.

1451. SPECIAL FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS

1. Annual Evaluation Flight

a. Purpose. To conduct annual NATOPS evaluations.

b. Crew Requirement. CCUI/ICC.

c. Flight Training (1 Flight, 1.5 Hours)

EVAL-600 1.5 E 1 ACFT (N)

Goal. To conduct an annual NATOPS evaluation.

Requirement. Complete the NATOPS evaluation per the UH-1N NATOPS manual. This flight may be flown in conjunction with CCX-400/401.

2. Formation Flight

a. Purpose. To become familiar with crew functions and responsibilities during formation flight.

b. Crew Requirement. CCUI/ICC.

c. Flight Training (1 Flight, 1.5 Hours)

1451

FOA-610

1.5

2 ACFT

Goal. Introduce formation flight procedures.

Requirement. Review hand and arm signals, lockout doctrine, and crew chief responsibilities associated with formation flight.

3. Night Vision Devices (NVD) (HLL)

a. Purpose. To provide the ability to safely utilize NVD's while conducting search operations during hours of darkness above .0022 lux. Aircrew Coordination shall be thoroughly briefed.

b. General. Review the MAWTS-1 NVD manual and the MAWTS-1 crew chief course ENLISTED AIRCREW NIGHT VISION TRAINING, prior to conducting NVD flights. The Instructor Crew Chief shall be a designated NSI. At the successful completion of this stage the CCUI will be NSSQ HLL.

c. Safety. Rappels, hoists, and shorthauls shall not be conducted while any crewmember is wearing NVD's.

d. Crew Requirements. ICCICUI

e. Flight Training (5 Flights, 7.5 Hours)

NVD-620

1.5

C 1 ACFT NS

Goal. Introduce NVD low work and the touch and go pattern

Requirement

(1) Introduce. Use and wear of NVD's

(2) Brief/Discuss. Use and limitations of NVDs, NVD battery failure, NVD tube failure, and aircraft emergencies while using NVD 5.

Prerequisite. FAM-122

NVD-621

1.5

C,R 1 ACFT NS

Goal. Develop proficiency with NVD's

Requirement.

(1) Review. NVD-620

(2) Introduce.

(a) NVD navigation procedures.

(b) NVD CAL procedures.

(3) Brief/Discuss. Lookout and aircraft clearance.

Prerequisite. NVD-620

NVD-6221.5C 1 ACFT NS

Goal. Demonstrate proficiency with NVD's while Conducting CAL operations and while assisting the pilot during navigation procedures

Requirement

(1) Introduce. NVD MAL procedures.

(2) Review

(a) Lookout procedures required to assist the pilot when operation in a confined area. Stress safety procedures, aircraft clearance from obstacles, and terrain suitability while using NVD's.

(b) Use of check points, time distance checks, barrier features, prominent terrain features, and map preparation while using NVDS.

(4) Discuss. Slope, grade, and wind considerations while performing MALVS.

Prerequisite. NVD-621.

NVD-6231.5C 1 ACFT NS

Goal. Develop proficiency with NVD1 5 in an HLL environment.

Requirement

(1) Review

(a) Procedures to assist the pilot when operating in confined areas with NVD's.

(b) NVD MAL procedures and NVD emergency procedures.

(c) Navigation while using NVD's.

Prerequisite. NVD-622

NVD-6241.5C,R E 1 ACFT NS

Goal. Refine crew coordination during a night SAR mission in an HLL environment.

Requirement

(1) Demonstrate. Proficiency in the use of NVD's above .0022 lux.

(2) Review. Procedures for NVD navigation, map preparation, CAL's, MA's, and NVD emergency procedures.

(3) Brief/Discuss. Crew coordination, comfort levels, situational awareness, and terrain suitability and obstacle clearance.

1451

Prerequisite. NVD-6234. Night Vision Devices (NVD) (LLL)

a. Purpose. To develop proficiency to conduct operations while using NVD's below .G022 lux.

b. General.

(1) CCUI shall be NSSQ HLL.

(2) Upon completion of this stage the CCUI will be NSSQ ILL.

c. Ground Training. Review the MAWTS-1 NVD Manual.

d. Crew requirement. NSI/CCUI.

e. Prerequisite. NVD-624.

f. Flight Training (3 Flight, 4.5 hours)

NVD-630 1.5 C 1 ACFT NS

Goal. Perform NVD low work and pattern work during low light level conditions.

Requirement

(1) Introduce. Basic low work and pattern work in ILL.

(2) Brief/Discuss. Use of NVDt5 during low light level conditions, to include battery failure and crew coordination.

NVD-631 1.5 C 1 ACFT NS

Goal. Develop proficiency in CALs, MALs, and navigation procedures while using NVD's during low light level conditions.

Requirement

(1) Introduce. CAL's and navigation flight while using NVD's during low light level conditions.

(2) Brief/Discuss. Comfort levels, map preparation, and crew coordination.

Prerequisite. NVD-630.

NVD-632 1.5 C,R E 1 ACFT NS

Goal. To demonstrate proficiency in the low light level environment.

Requirement

(1) Conduct. Simulated SAR mission under low light level conditions.

(2) Brief/Discuss. NVD navigation, map preparation, crew coordination, and comfort level.

1460

T&R MANUAL, VOLUME 4

Prerequisite. NVD-631.

1460. ORDNANCE REQUIREMENTS. Not applicable.

1420

AIRCRAFT: UH-1N (SAR) MOS: 6174 CREW POSITION: CREW CHIEF

| FLIGHT | | HRS | REFLY | | MRP | C | R | H | REMARKS |
|--------------------------------|---------------|-----|----------|---|-----|---|---|---|----------|
| STAGE | TRAINING CODE | | INTERVAL | | | | | | |
| MISSION CAPABLE TRAINING | | | | | | | | | |
| FAM | 100 | 1.5 | * | | 2.5 | X | | 1 | ACFT |
| | 101 | 1.5 | * | | 2.5 | x | | 1 | ACFT |
| | 102 | 1.5 | * | | 2.5 | x | | 1 | ACFT |
| | 103 | 1.5 | | | 2.5 | X | | 1 | ACFT N |
| | 104 | 1.5 | * | | 2.5 | x | | 1 | ACFT N |
| NAV | 110 | 1.5 | * | | 2.5 | x | x | 1 | ACFT |
| | 111 | 1.5 | * | | 2.5 | x | x | 1 | ACFT |
| | 112 | 1.0 | * | | 2.5 | x | x | 1 | ACFT N |
| | 113 | 1.0 | * | | 2.5 | x | x | 1 | ACFT N |
| CAL | 120 | 1.5 | * | | 2.5 | x | | 1 | ACFT |
| | 121 | 1.5 | * | | 2.5 | x | | 1 | ACFT |
| | 122 | 1.5 | * | | 2.5 | x | | 1 | ACFT N |
| INST (S) | 130 | 1.5 | * | | 5.0 | x | | 1 | ACFT (N) |
| MISSION READY TRAINING | | | | | | | | | |
| NAV | 200 | 1.0 | 6 | | 0.5 | x | x | 1 | ACFT |
| | 201 | 1.0 | 6 | | 0.5 | x | x | 1 | ACFT |
| | 202 | 1.5 | 6 | | 1.0 | x | x | 1 | ACFT |
| | 203 | 1.5 | C | | 1.0 | x | x | 1 | ACFT |
| | 204 | 1.0 | 3 | | 1.0 | x | x | 1 | ACFT |
| N | 205 | 1.0 | 3 | | 1.0 | X | X | 1 | ACFT |
| N | | | | | | | | | |
| CAL | 210 | 1.5 | 6 | | 1.0 | x | x | 1 | ACFT |
| | 211 | 1.5 | 3 | | 1.0 | x | | 1 | ACFT |
| 212 | 1.5 | 3 | 1.0 | x | x | | 1 | | ACFT |
| | 213 | 1.5 | 6 | | 1.0 | x | x | 1 | ACFT |
| N | | | | | | | | | |
| | 214 | 1.5 | 3 | | 1.0 | x | x | 1 | ACFT |
| N | | | | | | | | | |
| MISSION QUALIFICATION TRAINING | | | | | | | | | |
| SAR | 300 | 1.0 | C | | 0.5 | x | x | 1 | ACFT |
| | 301 | 1.0 | C | | 0.5 | x | x | 1 | ACFT |
| | 302 | 1.0 | C | | 0.5 | x | x | 1 | ACFT |
| | 303 | 1.0 | C | | 0.5 | x | x | 1 | ACFT |
| | 304 | 1.0 | 6 | | 0.5 | x | x | 1 | ACFT |
| 305 | 1.0 | 6 | 0.5 | x | x | | | 1 | ACFT |
| | 306 | 1.0 | C | | 1.0 | x | x | 1 | ACFT |
| N | | | | | | | | | |
| | 307 | 1.0 | C | | 1.0 | x | x | 1 | ACFT |
| | 308 | 1.0 | C | | 1.0 | x | x | 1 | ACFT |
| N | | | | | | | | | |
| | 309 | 1.0 | C | | 1.0 | x | x | 1 | ACFT |
| | 310 | 1.0 | C | | 1.0 | x | x | 1 | ACFT |
| N | | | | | | | | | |
| | 311 | 1.0 | 1 | | 1.0 | x | x | 1 | ACFT |
| | 312 | 1.0 | 1 | | 1.0 | x | x | 1 | ACFT |
| | 313 | 1.0 | C | | 1.0 | x | x | 1 | ACFT |
| N | | | | | | | | | |
| | 314 | 1.0 | 1 | | 1.0 | x | x | 1 | ACFT |

Figure 14-1. UH-1N (SAR) Crew Chief Refly Interval, Mission Readiness Percentages.

AIRCRAFT: UH-1N (SAR) MOS: 6174 CREW POSITION: CREW CHIEF

| STAGE | FLIGHT TRAINING CODE | HRS | REFLY INTERVAL | MRP | C | R | H | REMARKS |
|--|-------------------------|-----|-------------------|-----|---|---|---|------------|
| SAR | 315 | 1.0 | 1 | 1.0 | X | X | | 1 ACFT N |
| | 316 | 1.5 | 3 | 1.0 | X | X | | 1 ACFT |
| | 317 | 1.5 | 3 | 1.0 | X | X | | 1 ACFT N |
| FULL MISSION QUALIFICATION TRAINING | | | | | | | | |
| CCX | 400 | 1.5 | C | 7.5 | X | X | X | 1 ACFT |
| | 401 | 1.5 | * | 7.5 | X | X | X | 1 ACFT N |
| INSTRUCTOR TRAINING | | | | | | | | |
| IUT | 500 | 1.5 | | | | | | |
| | 501 | 1.5 | | | | | | |
| SPECIAL FLIGHT TRAINING | | | | | | | | |
| EVAL | 600 | 1.5 | C | | | X | | 1 ACFT (N) |
| FORM | 610 | 1.5 | C | | | | | 2 ACFT |
| NVG | 620 | 2.0 | 6 | | X | | | 1 ACFT NS |
| | 621 | 2.0 | 6 | | X | | | 1 ACFT NS |
| | 622 | 2.0 | 6 | | X | | | 1 ACFT NS |
| | 623 | 2.0 | 6 | | X | | | 1 ACFT NS |
| | 624 | 1.5 | 6 | | X | X | X | 1 ACFTNS |
| | 630 | 1.5 | 6 | | X | | | 1 ACFTNS |
| | 631 | 1.5 | 6 | | X | | | 1 ACFTNS |
| | 632 | 1.5 | C | | X | X | X | 1 ACFTNS |

14-1.--UH-1N (SAR) Crew Chief Refly Interval, Mission Readiness
Percentages, Continued.

CREW CHIEF FLIGHT UPDATE CHAINING

| <u>STAGE</u> | <u>FLIGHT</u> | <u>FLIGHTS UPDATED</u> |
|--------------|---------------|---|
| NAV | 200 | |
| | 201 | |
| | 202 | |
| | 203 | |
| | 204 | 200,202 |
| | 205 | 201 |
| CAL | 210 | 201 |
| | 211 | 201,210 |
| | 212 | 201,210,211 |
| | 213 | 201,205,210 |
| | 214 | 201,205,210,211,212 |
| SAR | 300 | 200,201,202 |
| | 301 | 300 |
| | 302 | 200,201,202,300,301 |
| | 303 | 300,301,302 |
| | 304 | 300,301,302,303 |
| | 305 | 300,301,302,303,304 |
| | 306 | 300,301,302,303 |
| | 307 | 200,201,202 |
| | 308 | 300,301,302,303,306 |
| | 309 | 300,301,302,303,304,305 |
| | 310 | 201,202,205,300,301,302,303,304,306,308 |
| | 311 | 201,202,300,301,307 |
| | 312 | 201,202,205,300,301,302,303,304,306,308,310 |
| | 313 | 201,202,300,301,307 |
| | 314 | 301,302,303,304,306, 308,310,312 |
| | 315 | 307,311,313 |
| | 316 | 201,202,210 |
| | 317 | 205,316 |
| CCX | 400 | 200,201,202,210,300,301,302,316 |
| | 401 | 200,201,205,300,301,315 |

Figure 14-2--UH-1N (SAR) Crew Chief Flight Update Chaining.

CHAPTER 15

UH-1N (SAR) RESCUE AIRCREWMAN
[IN-FLIGHT MEDICAL TECHNICIAN (IFMT)]

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* * NOTE * *

Aircrew coordination will be briefed for all flights and aircrew positions.

1511

CHAPTER 15

UH-1N (SAR) RESCUE AIRCREWMAN
[IN-FLIGHT MEDICAL TECHNICIAN (IFMT)]1500. PROGRAMS OF INSTRUCTION FOR BASIC AND CONVERSION RESCUE AIRCREWMAN

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|----------------------------------|-----------------|
| 1-5 | Aircrew Candidate School | NATC |
| 6 | Rappelling School | HC-16 |
| 7-8 | Ground School | SOMS |
| 9-18 | UH-1N Search and Rescue Training | SOMS |

1501. P01 FOR REFRESHER RESCUE AIRCREWMAN

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|----------------------------------|-----------------|
| 1 | Rappelling School | HC-16 |
| 2-3 | Ground School | SOMS |
| 4-9 | UH-1N Search and Rescue Training | SOMS |

1502. P01 FOR INSTRUCTOR UNDER TRAINING

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|---------------------|-----------------|
| 1 | Flight Training | SOMS |

1503. P01 FOR SPECIAL FLIGHTS

| <u>WEEKS</u> | <u>COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--------------|--------------------------------|-----------------|
| N/A | Annual Evaluation Flight | SOMS |
| 1 | Formation Flight | SOMS |
| 1 | Night Vision Device Operations | SOMS |

1510. GROUND TRAINING COURSES OF INSTRUCTION

| <u>1. COURSE/PHASE</u> | <u>ACTIVITY</u> |
|--|-----------------|
| Naval Aircrew Candidate School | NATC |
| Naval Rappelling School | HC-16 |
| Emergency Medical Technician 1A (EMT-1A) * | NRMC |
| I.V. Certification * | NRMC |
| CPR Certification * | NRMC |
| Advanced Cardiac Life Support (ACIS) + | NRMC |
| NITELAB | MAWTS-1 |

2. CURRENCY REQUIREMENTS. Courses identified with an asterisk (+) have currency limits and must be renewed per current directives. ACLS training is recommended only if available.

1511. SQUADRON LEVEL TRAINING

Aircraft Systems

Aircrew Safety and Emergency Procedures
 Preflight Rigging and Maintenance of Medical/Rescue Gear
 Paramedic/Local EMS and SAR Responsibilities
 Rescue Reports
 Aircrew Coordination and Responsibilities
 Cockpit Orientation Including Instrument and Radio Operation
 Use of Navigational Publications and Charts
 NATOPS Flight Manual and Checklist Usage
 Open and Closed Book NATOPS Examinations
 Night Operations Course

1520. FLIGHT TRAINING: BASIC AND CONVERSION RESCUE AIRCREWMAN

1. Mission Capable Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|--|----------------|--------------|----------------|
| Basic Qualification (Aircrew and Rappelling Schools) | | - | 45.0 |
| Familiarization | 5 | <u>5.0</u> | <u>15.0</u> |
| Total | 5 | 5.0 | 60.0 |

2. Mission Ready Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-----------------------|----------------|--------------|----------------|
| Navigation | 3 | 4.0 | 3.0 |
| Confined Area Landing | 5 | 7.5 | 5.0 |
| Search and Rescue | 2 | <u>3.0</u> | <u>2.0</u> |
| Total | 10 | 14.5 | 10.0 |

3. Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|-------------------|----------------|--------------|----------------|
| Search and Rescue | 15 | 22.5 | 15.0 |

4. Full-Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> | <u>PERCENT</u> |
|---|----------------|--------------|----------------|
| SAR Rescue Aircrewman Check | 2 | 3.0 | 15.0 |
| Total for Basic and Conversion Rescue Aircrewman | 32 | 45.0 | 100.0 |

1521. REFRESHER RESCUE AIRCREWMAN

1. Mission Capable Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|-----------------|----------------|--------------|
| Familiarization | 2 | 2.0 |

1540

2. Mission Ready Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|-----------------------|----------------|--------------|
| Navigation | 2 | 3.0 |
| Confined Area Landing | 4 | 6.0 |
| Search and Rescue | <u>2</u> | <u>3.0</u> |
| Total | 8 | 12.0 |

3. Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|----------------|----------------|--------------|
| SAR Operations | 10 | 15.0 |

4. Full Mission Qualification Training

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|---------------------------------------|----------------|--------------|
| SAR Check | 2 | 3.0 |
| Total for Refresher AIRCREWMAN | 22 | 32.0 |

1522. INSTRUCTOR UNDER TRAINING (IUT)

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|----------------------------|----------------|--------------|
| Familiarization/Navigation | 1 | 1.5 |
| Confined Area Landing/SAR | 1 | 1.5 |
| Total | 2 | 3.0 |

1523. SPECIAL FLIGHT TRAINING

| <u>STAGE</u> | <u>FLIGHTS</u> | <u>HOURS</u> |
|--------------------------|----------------|--------------|
| Annual Evaluation Flight | 1 | 1.5 |
| Formation Flight | 1 | 1.5 |
| Night Vision Devices | <u>8</u> | <u>12.0</u> |
| Total | 10 | 15.0 |

1530. SIMULATOR TRAINING. Not applicable.1540. FLIGHT PERFORMANCE REQUIREMENTS1. General

a. Not Currently UH-1N (SAR) Qualified. When assigned to a UH-1N (SAR) billet, a crewman who is not currently UH-1N (SAR) qualified shall complete the Basic/Conversion P01. Corpsmen are normally assigned as UH-1N (SAR) rescue aircrewman.

b. Prior UH1N (SAR) Qualification. When assigned to a UH-1N (SAR) billet, a crewman who was previously UH-1N (SAR) qualified shall complete the Refresher P01.

15-5

C. Terms. When used in this chapter RAI refers to the Rescue Aircrewman Instructor, RAUI refers to the Rescue Aircrewman Under Instruction, and RA refers to a qualified Rescue Aircrewman. If the RA is a Navy corpsman, he is also considered an In-Flight Medical Technician (IFMT)

d. Progression. PAUI should complete all stages within each phase before progressing to the next phase.

e. Crew members shall fly events annotated with an "NS" with Night Vision Goggles, for the entire flight. Minimum crew includes a qualified Aerial Observer for all events annotated with an "NS". Crew members may fly events annotated with YI(NS)v? with the Option of using NVG's.

2. Designation. Upon successful completion of the appropriate P01, and a minimum of 50 UH-1N (SAR) flight hours a crewman under instruction will become eligible for rescue aircrewman designation. Designation will be per OPNAVINST 3710.7 and the UH-1N NATOPS Flight Manual.

3. Crew Requirement/Position Indicators. An PAI is required for each flight in the P01. The PAUI will occupy the RA position except when the RAI is demonstrating a maneuver. A PAR crew chief is required for all CAL, PAR and EVAL flights.

4. Aircrew Coordination. Aircrew coordination shall be briefed for all flights and/or events.

1541. MISSION CAPABLE TRAINING

1. General

a. Prior to flight training the RAUI shall complete a NATOPS open book examination.

b. A locally prepared reading list which shall include appropriate sections from the NATOPS manual, NWP-19, NWP 19-1, NWP 55-8-PAR, the unit SOP, and other locally pertinent publications shall be completed prior to RAK-400.

2. Familiarization

a. Purpose. To become familiar with basic flight characteristics, limitations and emergency procedures. To develop proficiency in assisting pilots and crew chiefs in all aspects of flight.

b. General. Prior to flight training, orient the RAUI to the UH-1N cabin and cockpit (including instruments and radios)

c. Flight Training (5 flights, 5.0 Hours)

FAM-100

1.0

C 1 ACFT

Goal. Introduce normal operating procedures for the UH-1N.

Requirement

(1) Introduce. Preflight, postflight, start procedures, engine fire emergencies, in-flight emergency procedures, and lookout procedures. Conduct an egress drill.

1541

(2) Brief/Discuss. Passenger briefing and aircraft configuration, inflight emergency procedures, the local SAR area of responsibility, aircraft security, and local course rules.

FAM-1011.0C 1 ACFT

Goal. To increase familiarity with the UH-1N.

Requirement

(1) Introduce. Rescue aircrewman duties to include zone briefs, lookout procedures, radio communication procedures, and takeoff/landing procedures.

(2) Review. Start up procedures, emergency procedures, aircraft limitations, passenger briefing, and flight characteristics.

(3) Brief/Discuss. In-flight emergency procedures.

FAM-1021.0C 1 ACFT

Goal. To increase familiarity with the UH-1N.

Requirement

(1) Review

(a) Simulated in-flight emergencies and normal in-flight rescue aircrewman responsibilities.

(b) Proper lookout procedures and proper takeoff and landing procedures.

(2) Fly in the copilots seat when practical.

(3) Brief/Discuss. Specific rescue aircrewman functions, emergency procedures, radio, and observation procedures. Emphasize NATOPS Qualified Observer duties.

FAM-1031.0C,R 1 ACFT

Goal. Become familiar with UH-1N emergency procedures.

Requirement

(1) Introduce. Autorotations, cut guns, single and dual engine failures, and hydraulic malfunctions.

(2) Review. All previous FAN work.

FAM-1041.0C,R 1 ACFT N

Goal. Become familiar with UH-1N night operations.

Requirement. Review FAM-102 and FAM-103 at night.

1542. MISSION READY TRAINING

1. General. The PAUL shall complete the Naval Rappelling Course before conducting any rappelling operations during this stage of training.

2. Navigation

a. Purpose. To introduce basic navigation principles during day and night operations.

b. Flight Training (3 Flights, 4.0 Hours)

NAV-200 1.0 C 1 ACET

Goal. Introduce local navigation skills.

Requirement

(1) Introduce. Local hospitals, major highways/roads, landmarks, and the local SAP operating area.

(2) Brief/Discuss. Maps, charts, and publications applicable to navigation in the local area.

NAV-201 1.5 C,R 1 ACET

Goal. Practice local navigation skills.

Requirement

(1) Introduce. Local CAL sites.

(2) Review. Navigating to local hospitals, major highways/roads, landmarks, and throughout the local SAP operating area. Emphasize the use of local geographical and manmade navigation aids.

NAV-202 1.5 C,R 1 ACFT N

Goal. Introduce navigation in the local area at night.

Requirement. Review NAV-201 at night.

3. Confined Area Landings (CAL)

a. Purpose. Introduce procedures required to operate from a confined landing area during day and night operations.

b. Flight Training (5 Flights, 7.5 Hours)

CAL-210 1.5 C 1 ACET

Goal. Introduce CAL operations.

Requirement

(1) Introduce. CAL operations. Emphasize landing zone briefs, waveoff instructions, obstacles (in/approaching the zone), determination of wind direction, and touchdown clearance (approach/departure)

(2) Brief/Discuss. Emergency procedures, aircraft limitations, and dynamic rollover characteristics.

CAL 211 1.5 C,R 1 ACFT

Goal. Increase proficiency in CAL operations.

Requirement

(1) Introduce. Slope and one skid landings.

(2) Review. CAL-210.

CAL-212 1.5 C,R 1 ACFT N

Goal. Introduce night CAL operations.

Requirement. Review CAL-211 at night emphasizing depth perception and masking of terrain and obstacles.

Prerequisite: NAV-202.

CAL-213 1.5 C,R 1 ACFT

Goal. Practice advanced CAL operations.

Requirement

(1) Review. CAL-211. Emphasize mountainous techniques including the use of unprepared landing sites where available.

(2) Brief/Discuss. Mountainous techniques, procedures, and effects of high density altitude.

CAL-214 1.5 C,R 1 ACFT N

Goal. Practice advanced CAL operations at night.

Requirement. Review CAL-213 at night.

4. Search and Rescue

a. Purpose. To introduce basic rappel master techniques.

b. Flight Training 2 Flights, 3.0 Hours)

SAR-220 1.5 C,R 1 ACFT

Goal. To become familiar with conducting aircraft rappelling operations.

Requirement

(1) Demonstrate. ICC demo rappel master responsibilities and special safety precautions (demo at least 4 rappels)

(2) Brief/Discuss. Aircraft rigging procedures, equipment safety inspection requirements, lost communication procedures, and rappelling emergency procedures.

SAR221 1.5 C,R 1 ACFT

Goal. To become proficient at rappel master techniques and safety responsibilities.

Requirement. Refine rappel master techniques by performing 4 CAL site rappels.

1543. MISSION QUALIFICATION TRAINING

1. General

a. The RAUI shall be currently certified for EMT, IV and CPR before designation as an RAC.

b. The RAUI shall complete the Naval Rappelling Course before conducting any rappelling operations during this stage of training.

c. Before conducting rappel operations from aircraft, RAUI will perform a minimum of 5 tower rappels.

d. Due to local SAR demands the need for specific rescue techniques varies between SAR commands. The two recognized rescue procedures are short haul and stokes evolution. As used herein stokes evolution refers to the rappel of the corpsman/rescue aircrewman, egress of the stokes litter, and finally a hoist of either both stokes litter and corpsman, or both separately. Short haul herein refers to shorthauling either RA, combined PA/Patient, or RA/Stokes litter.

2. Search and Rescue

a. Purpose. Develop proficiency in search and rescue techniques.

b. Flight Training (15 Flights, 22.5 Hours)

SAR-300 1.5 C,R 1 ACFT

Goal. Introduce rappel and hoist operations.

Requirement

(1) Introduce. Rigging the aircraft for rappelling and hoisting. Execute a minimum of 5 rappels and 5 hoists at various altitudes. Rappels: 2 at 75?, 1 at 100?, 1 at 150?, and 1 at 200?. Hoists as desired.

(2) Brief/Discuss. Hand signals and rappelling/hoisting emergencies.

SAR301 1.5 C 1 ACFT N

Goal. Introduce rappel and hoist operations at night.

Requirement. Review SAR-300 at night.

1543

SAR-3021.5 C 1 ACFT

Goal. Introduce rappel and hoist operations in conjunction with a weighted stokes litter.

Requirement

(1) Conduct. Minimum of 2 stokes evolutions in an area free of obstacles.

(2) Review. NAV-201.

(3) Brief/Discuss. Proper rigging, applicable rappel & hoist emergencies, and hand signals.

SAR-3031.5 C,R 1 ACFT

Goal. Practice rappel and hoist operations in conjunction with a weighted stokes litter.

Requirement

(1) Conduct. Minimum of 2 stokes evolutions in moderately rough terrain.

(2) Review. CAL-213.

SAR-3041.5 C 1 ACFT N

Goal. Introduce rappel and hoist operations in conjunction with a weighted stokes litter at night.

Requirement. Review SAR-302 at night and NAV-202.

SAR-3051.5 C,R 1 ACFT N

Goal. Practice rappel and hoist operations in conjunction with a weighted stokes litter at night.

Requirement. Review SAR-303 at night and CAL-214.

SAR-3061.5 C,R 1 ACFT

Goal. Introduce short haul operations.

Requirement

(1) Conduct. Minimum of four, 50-100 meter short haul evolutions in an area free of obstacles.

(2) Brief/Discuss. Proper rigging, applicable hand signals, and emergency procedures for short hauls.

SAR-3071.5 C,R 1 ACFT N

Goal. Introduce short haul operations at night.

Requirement. Review SAR-306 at night.

SAR-3081.5C,R 1 ACFT

Goal. Introduce rugged terrain short haul operations.

Requirement

(1) Conduct. Minimum of three, 100 meter short haul evolutions in rugged terrain. Conduct at least one evolution using cliff or vertical face technique.

(2) Brief/Discuss. Proper rigging, applicable hand signals, and emergency procedures for short hauls for cliffs or vertical face.

SAR-3091.5C,R 1 ACFT N

Goal. Introduce rugged terrain short haul operations at night.

Requirement. Review SAR-308 at night.

SAR-3101.5C,R 1 ACFT

Goal. Practice rappel and hoist operations.

Requirement

(1) Conduct. Minimum of two stokes evolutions in rough terrain.

(2) Brief/Discuss. Search patterns and scanning techniques.

SAR-3111.5C 1 ACFT N

Goal. Practice rappel and hoist operations at night.

Requirement. Review SAR-310 at night.

SAR-3121.5C 1 ACFT N

Goal. Refine rappel and hoist operations.

Requirement

(1) Conduct. Minimum of two stokes evolutions in rugged terrain during the hours of darkness.

(2) Brief/Discuss. Search patterns and scanning techniques at night.

SAR-3131.5C,R 1 ACFT

Goal. Review all SAR procedures during a simulated search and rescue scenario.

Requirement. Using a simple mission scenario, execute all facets of a simulated rescue mission. Scenario should include communication, navigation to the rescue area, and return to a major hospital.

1550

SAR-314 1.5 C,R 1 ACFT N

Goal. Review all SAR procedures during a simulated search and rescue at night.

Requirement. Review SAR-313 at night.

1544. FULL MISSION QUALIFICATION TRAINING

1. Rescue Aircrewman Checkride (RAX)

a. Purpose. To evaluate proficiency in all operations required of a UH-1N (SAR) Rescue Aircrewman.

b. General. The RAUI shall complete the NATOPS closed book examination prior to RAX-400/401.

c. Flight Training (2 Flights, 3.0 Hours)

RAX-400 1.5 C,R E 1 ACFT

Goal. Evaluation flight.

Requirement. During a search and rescue scenario(s) the RAUI must demonstrate a thorough knowledge of aircraft systems, capabilities, limitations, and emergency procedures. He must demonstrate a working knowledge of the National SAR System and a thorough knowledge of the local SAR SOP. He must demonstrate proper rigging, equipment inspection, hoisting and rappelling, short haul, and rescue procedures. The ability to perform emergency medicine under varying emergency, meteorological, and terrain conditions must be clearly shown.

RAX-401 1.5 C,R E 1 ACFT N

Goal. Night evaluation flight.

Requirement. Review RAX-400 at night.

1550. IUT FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS

1. General

a. Qualification. An IUT will be considered qualified to instruct all flights in a particular stage of training upon completion of the corresponding IUT flights.

b. Standardization. Techniques of instruction and standardization shall be stressed on all IUT flights.

c. Roles. The RAI will play the role of RAUI and the IUT will instruct to the greatest extent possible on all IUT flights.

d. Flight Training (2 Flights, 3.0 Hours)

IUT-5001.51 ACFT

Goal. Qualify the IUT to instruct FAM, NAV, and CAL Stage flights.

Requirement

(1) Review. All FAM, NAV, and CAL requirements with emphasis on appropriate safety margins.

(2) Brief/Discuss. In-flight emergency procedures.

IUT-5011.51 ACFT

Goal. Qualify the IUT to instruct SAR stage flights.

Requirement

(1) Review. All SAR requirements with emphasis on appropriate safety margins.

(2) Brief/Discuss. Procedures for SAR flights with regard to all safety precautions.

1551. SPECIAL FLIGHT/SIMULATOR PERFORMANCE REQUIREMENTS

1. Annual Evaluation Flights

a. Purpose. To conduct an annual NATOPS evaluation.

b. Flight Training (1 Flight, 1.5 Hours)

EVAL-6001.5E 1 ACFT (N)

Goal. Conduct an annual NATOPS evaluation.

Requirement. Complete the NATOPS evaluation per the UH-

1N

NATOPS manual. This flight may be flown in conjunction with RAX-400/401.

2. Formation Flight

a. Purpose. To become familiar with crew functions and responsibilities required during formation flight.

b. Flight Training (1 Flight, 1.5 Hours)

FORM-6101.52 ACFT

Goal. Introduce formation flight procedures.

Requirement. Introduce hand and arm signals, lookout procedures, and rescue aircrewman responsibilities associated with formation flight.

3. Night Vision Devices (NVD) (HLL)

1551

a. Purpose. To provide the ability to safely utilize NVD's while conducting search operations during hours of darkness above 0022 lux. Aircrew Coordination shall be thoroughly briefed.

b. General. Review the MAWTS-1 NVD manual and the MAWTS-1 crew chief course ENLISTED AIRCREW NIGHT VISION TRAINING, prior to conducting NVD flights. The Instructor Crew Chief shall be a designated NSI. At the successful completion of this stage the AOUI will be NSSQ HLL.

c. Safety

(1) Rappels, hoists, and shorthauls shall not be conducted while any crew member is wearing NVD's.

(2) Refer to MCO P3500.14, Chapter 9 for NVD policies.

d. Crew Requirements. ICC/AOUI

e. Flight Training (5 Flights, 7.5 Hours)

NVD-620 1.5 C 1 ACFT NS

Goal. Introduce NVD low work and the touch and go pattern

Requirement

(1) Introduce. Use and wear of NVD's

(2) Brief/Discuss. Use and limitations of NVD's, NVD battery failure, NVD tube failure, and aircraft emergencies while using NVD' 5.

Prerequisite. FAM-122

NVD-621 1.5 C,R 1 ACFT NS

Goal. Develop proficiency with NVD'S

Requirement

(1) Introduce

(a) NVD navigation procedures.

(b) NVD CAL procedures.

(2) Brief/Discuss. Lookout and aircraft clearance.

(3) Review. NVD-620

Prerequisite. NVD-620

NVD-622 1.5 C 1 ACFT NS

Goal. Demonstrate proficiency with NVD's while conducting CAL operations and while assisting the pilot during navigation procedures.

Requirement

(1) Introduce. NVD MAL procedures.

(2) Review

(a) Lookout procedures required to assist the pilot when operation in a confined area. Stress safety procedures, aircraft clearance from obstacles, and terrain suitability while using NVD's.

(b) Use of check points, time distance checks, barrier features, prominent terrain features, and map preparation while using NVD's.

(3) Discuss. Slope, grade, and wind considerations while performing MAL's.

Prerequisite. NVD-621

NVD-623

1.5 C 1 ACFT NS

Goal. Develop proficiency with NVDs in a HLL environment.

Requirement

(1) Review

(a) Procedures to assist the pilot when operating in confined areas with NVD's.

(b) Navigation while using NVD's.

(c) NVD MAL procedures and NVD emergency procedures.

Prerequisite. NVD-622

NVD-624

1.5 C, R E 1 ACFT NS

Goal. Refine crew coordination during a night SAR mission in an HLL environment.

Requirement

(1) Demonstrate. Proficiency in the use of NVDs above .0022 lux.

(2) Review. Procedures for NVD navigation, map preparation, CALLs, MAL's, and NVD emergency procedures.

(3) Brief/Discuss. Crew coordination, comfort levels, situational awareness, and terrain suitability and obstacle clearance.

Prerequisite. NVD-623

4. Night Vision Devices (NVD) (LLL)

a. Purpose. To develop proficiency to conduct operations while using NVD's below .0022 lux.

b. General

1560

(1) AQUUI shall be NSSQ HLL.

(2) Upon completion of this stage the AQUUI will be NSSQ LLL.

C. Ground Training. Review the MAWTS-1 NVD Manual.

d. Crew requirement. ICC/AQUI.

e. Prerequisite. NVD-624

f. Flight Training (3 Flights, 4.5 hours)

NVD-630

1.5

C 1 ACFT NS

Goal. Perform NVD low work and pattern work during low light level conditions.

Requirement

LLL.

(1) Introduce. Basic low work and pattern work in the

(2) Brief/Discuss. Use of NVD's during low light level conditions, to include battery failure and crew coordination.

NVD631

1.5

C 1 ACFT NS

Goal. Develop proficiency in CAL's, MAL's, and navigation procedures while using NVD's during low light level conditions.

Requirement

(1) Conduct. CALLs and navigation flight while using NVD's during low light level conditions.

(2) Brief/Discuss. Comfort levels, map preparation, and crew coordination.

Prerequisite. NVD630

NVD-632

1.5

C,R E 1 ACFT NS

Goal. To demonstrate proficiency in the low light level environment.

Requirement. Conduct a simulated SAR mission under low light level conditions.

1560. ORDNANCE REQUIREMENTS. Not applicable.

15-17

AIRCRAFT: UH-1N (SAP) MOS: XXXX CREW POSITION: RESCUE AIRCREWMAN/IFMT

| FLIGHT | | HRS | REFLY | | MRP | C | P | E | REMARKS |
|-------------------------------------|---------------|-----|----------|--|-----|---|---|---|----------|
| STAGE | TRAINING CODE | | INTERVAL | | | | | | |
| MISSION CAPABLE TRAINING | | | | | | | | | |
| FAM | 100 | 1.0 | * | | 3.0 | x | | | 1 ACFT |
| | 101 | 1.0 | * | | 3.0 | x | | | 1 ACFT |
| | 102 | 1.0 | * | | 3.0 | X | | | 1 ACFT |
| | 103 | 1.0 | * | | 3.0 | x | x | | 1 ACFT |
| | 104 | 1.0 | * | | 3.0 | X | X | | 1 ACFT N |
| MISSION READY TRAINING | | | | | | | | | |
| NAV | 200 | 1.0 | C | | 1.0 | x | | | 1 ACFT |
| | 201 | 1.5 | 6 | | 1.0 | x | x | | 1 ACFT |
| | 202 | 1.5 | 6 | | 1.0 | x | x | | 1 ACFT N |
| CAL | 210 | 1.5 | C | | 1.0 | x | | | 1 ACFT |
| | 211 | 1.5 | 6 | | 1.0 | x | x | | 1 ACFT |
| | 212 | 1.5 | 6 | | 1.0 | x | x | | 1 ACFT N |
| | 213 | 1.5 | 6 | | 1.0 | x | x | | 1 ACFT |
| | 214 | 1.5 | 6 | | 1.0 | x | x | | 1 ACFT N |
| SAP | 220 | 1.5 | 6 | | 1.0 | x | x | | 1 ACFT |
| | 221 | 1.5 | 6 | | 1.0 | x | x | | 1 ACFT |
| MISSION QUALIFICATION TRAINING | | | | | | | | | |
| SAP | 300 | 1.5 | C | | 1.0 | x | x | | 1 ACFT |
| | 301 | 1.5 | 1 | | 1.0 | x | | | 1 ACFT N |
| | 302 | 1.5 | C | | 1.0 | x | | | 1 ACFT |
| | 303 | 1.5 | 6 | | 1.0 | X | X | | 1 ACFT |
| | 304 | 1.5 | 6 | | 1.0 | X | | | 1 ACFT N |
| | 305 | 1.5 | 6 | | 1.0 | x | x | | 1 ACFT N |
| | 306 | 1.5 | 3 | | 1.0 | x | x | | 1 ACFT |
| | 307 | 1.5 | 3 | | 1.0 | x | x | | 1 ACFT N |
| | 308 | 1.5 | 1 | | 1.0 | x | x | | 1 ACFT |
| | 309 | 1.5 | 6 | | 1.0 | x | x | | 1 ACFT N |
| | 310 | 1.5 | C | | 1.0 | x | x | | 1 ACFT |
| | 311 | 1.5 | 1 | | 1.0 | x | | | 1 ACFT N |
| | 312 | 1.5 | 1 | | 1.0 | x | | | 1 ACFT N |
| | 313 | 1.5 | 3 | | 1.0 | x | x | | 1 ACFT |
| | 314 | 1.5 | 3 | | 1.0 | x | x | | 1 ACFT N |
| FULL-MISSION QUALIFICATION TRAINING | | | | | | | | | |
| RAX | 400 | 1.5 | C | | 7.5 | X | X | X | 1 ACFT |
| | 401 | 1.5 | C | | 7.5 | X | X | X | 1 ACFT N |
| INSTRUCTOR TRAINING | | | | | | | | | |
| IUT | 500 | 1.5 | | | | | | | 1 ACFT |
| | 501 | 1.5 | | | | | | | 1 ACFT |

Figure 15-1.--UH-1N (SAP) Rescue Aircrewman Refly Interval Mission Readiness Percentages.

AIRCRAFT: UHN (SAR) MOS: XXXX CREW POSITION: RESCUE AIRCREWMAN/IFMT

| STAGE | FLIGHT TRAINING CODE | HRS | REFLY INTERVAL | MRP | C | R | E | REMARKS |
|--------------------------------|-------------------------|-----|-------------------|-----|---|---|---|------------|
| SPECIAL FLIGHT TRAINING | | | | | | | | |
| EVAL | 600 | 1.5 | C | | | | x | 1 ACFT (N) |
| FORM | 610 | 1.5 | C | | | | | 2 ACFT |
| NVD | 620 | 1.5 | 6 | | x | | | 1 ACFT NS |
| | 621 | 1.5 | 6 | | x | | | 1 ACFT NS |
| | 622 | 1.5 | 6 | | x | | | 1 ACFT NS |
| | 623 | 1.5 | 6 | | x | | | 1 ACFT NS |
| | 624 | 1.5 | 6 | | x | x | X | 1 ACFT NS |
| | 630 | 1.5 | 6 | | x | | | 1 ACFT NS |
| | 631 | 1.5 | 6 | | x | | | 1 ACFT NS |
| | 632 | 1.5 | C | | x | x | X | 1 ACFT NS |

Figure 15-1.--UH-1N (SAR) Rescue Aircrewman Refly Interval, Mission
Readiness Percentages, Continued.

| | | RESCUE AIRCREWMAN | FLIGHT UPDATE CHAINING |
|--------------|---------------|--|------------------------|
| <u>STAGE</u> | <u>FLIGHT</u> | <u>FLIGHTS UPDATED</u> | |
| NAV | 200 | | |
| | 201 | 200 | |
| | 202 | 200,201 | |
| CAL | 210 | | |
| | 211 | 210 | |
| | 212 | 210,211 | |
| | 213 | 210,211 | |
| | 214 | 210,211,212,213 | |
| SAR | 220 | | |
| | 221 | 220 | |
| SAR | 300 | | |
| | 301 | 300 | |
| | 302 | 200,201,300 | |
| | 303 | 210,212,213,300,302 | |
| | 304 | 200,201,202,300,301,302 | |
| | 305 | 210,211,214,300,301,302 | |
| | 306 | 300 | |
| | 307 | 300,301,306 | |
| | 308 | 300,306 | |
| | 309 | 300,301,306,308 | |
| | 310 | 300,302,303 | |
| | 311 | 300,301,302,303,304,305,310 | |
| | 312 | 300,301,302,303,304,305,310,311 | |
| | 313 | 200,201,210,300,302,303,306,308,310 | |
| | 314 | 200,201,202,210,211,214,300,301,302,303,304,305,306,307,308,309,310,311,312,313, | |
| RAX | 400 | 200,201,210,211,213,220,221,300,302,303,306,308,310,313 | |
| | 401 | 201,202,211,214,220,221,301,304,305,307,309,311,312,314 | |

Figure 15-2.--UH-1N (SAR) Rescue Aircrewman Flight Update Chaining.